

# Foxchase Shopping Center Redevelopment

Development Special Use Permit # 2004-00025

Transportation Management Plan SUP # 2004-00097

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City of Alexandria Department of Planning and Zoning  
FEBRUARY 2005

Docket Item #8-A&B  
DEVELOPMENT SPECIAL USE PERMIT#2004-0025(A)  
SPECIAL USE PERMIT (TMP) #2004-0097(B)  
FOXCHASE SHOPPING CENTER

Planning Commission Meeting  
February 1, 2005

**ISSUE:**

DSUP #2004-0025: Consideration of a request for a development special use permit, with site plan, for redevelopment of a retail use greater than 20,000 square feet, parking reduction and freestanding signs.

SUP #2004-0097: Consideration of a request for a special use permit for a transportation management plan.

**APPLICANT:** Washington Real Estate Investment Trust  
by Catharine Puskar, attorney

**LOCATION:** 4513-4657 Duke Street  
Foxchase Shopping Center

**ZONE:** CG/Commercial General

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**PLANNING COMMISSION ACTION, FEBRUARY 1, 2005:** On a motion by Mr. Komoroske, seconded by Mr. Jennings, the Planning Commission voted to recommend approval of DSUP#2004-0025 and SUP#2004-0097, subject to compliance with all applicable codes, ordinances and staff recommendations with amendments to conditions #1 items a,c,e,g,i,j; #6; #8 items a,b,h; #9 item a; #11; #19 item f; #29; and the addition of conditions #70-73. The motion carried on a vote of 6 to 0, with Mr. Leibach abstaining.

Reason: The Planning Commission generally agreed with the staff analysis and members of the public that the proposed redevelopment, building design, landscape and pedestrian improvements to the center and the public realm were desirable and well designed. The Commission raised concerns regarding parking and size of parking spaces. To address the parking concerns, the Commission recommended the following conditions:

- Increase the size of the proposed compact parking spaces.
- Eliminate a 3,272 sq.ft. proposed retail space. Future construction of the space on the northern side of the grocery store will require subsequent approval by the Planning Commission and City Council based on a satisfactory parking study.
- Attended-valet parking in the rear of the shopping center to provide additional parking.
- Eliminate the seven internal parking lot landscape islands recommended by staff.
- Security patrol for the parking lots to enhance the employee parking areas in the rear of the shopping center.

- Striping of the drive aisle and location of dumpsters in the rear of the shopping center.
- Replacement of the speed bumps in the rear drive aisle of the shopping center with speed cushions.

Speakers:

Cathy Puskar, attorney, representing the applicant.

Mr. Aurthur Impastato - spoke against the project, concerned about traffic and parking, asking the Commission to deny the applicant's request for a parking reduction. The concern was that the employees and future tenant employees would not want to park in the spaces behind the center, nor should the City be requiring this due to security issues. Thus, the employees will take up a significant amount of parking spaces in the main lot.

Robert Holder, resident of the City, spoke in support but had concerns regarding pedestrian safety, traffic, and parking. Mr. Holder suggested that a fence should be included in the median of Duke Street also suggesting cross-walks on corners where there are no vehicle conflicts, and asked that the two lanes on Jordan be reviewed, currently one turns onto the service drive which is proposed to be eliminated.

James Paulk, representing Wakefield-Tarrelton Civic Association, asked that the plan be deferred to review the parking. Mr. Paulk said that the prior evening he visited the site and the parking spaces appeared to be 75% occupied even though there is vacancy in several of the shopping center's retail spaces.

Robert Burns, resident of Cameron Station, spoke in support of the project. Mr. Burns also stated two issues/suggestions: 1) that a fence should be included in the median of Duke Street, similar to the fence in the median near Cameron Station to prevent mid-block crossing, 2) valet parking should be discouraged as it will congest the drive aisle and area in front of the store.

Annabelle Fisher, resident of the City, stated several concerns, including parking being reduced when the aim was to encourage more patrons, and concerns regarding the City's ability to enforce parking and employee parking on private property. Additionally, Ms. Fisher raised concern regarding the mass and scale of the proposed structure, and, questioned if the drive aisle behind the shopping center was accessible to fire and emergency vehicles. Additionally, Ms. Fisher added a concern regarding the mass and scale of the proposed structure not fitting in with the surrounding community.

Joe Bennett, representing the Cameron Station Civic Association, stated that the community desires the proposed Harris Teeter and the redevelopment, stating that it is better than what exists, and despite the dislocation of some of the current tenants, the center will attract customers from other parts of the City, hence there will be a parking need. Mr. Bennett requested a deferral, stating concerns regarding parking, suggesting that what will be functional per the proposal is 3 spaces per 1,000 sq. ft, and, currently the requirement is 5 spaces per 1,000 sq. ft., and would like to see additional, more appropriate, comparison parking studies done for the Giant on Van Dorn Street and Edsall Road, and the Harris Teeter on Columbia Road. Mr. Bennett also stated that he was concerned about the proposed parking in the rear of the stores.

Mark Schwartz, resident of Cameron Station, was supportive of the plan, however stated that the parking comparisons were not comparable, suggesting that more study was needed and was concerned that the required 5 spaces per 1,000 sf was not met. He stated that the proposed Harris Teeter was an attractive destination and that it will draw not compact cars but SUV drivers and there would be congestion and bottlenecking on Duke Street. Additionally, Mr. Schwartz suggested that there is a risk of creating a traffic and bottleneck problem east of Landmark Mall.

Anita Gomez Bennett, resident of Cameron Station, expressed concerns with parking and suggested that a "reasonable" person would see that Foxchase Shopping Center is a small center, a finite amount of space, with the plan to attract additional customers and a traffic pattern that is not supportive to the deficient amount of parking.

Kathleen Burns, representing the Brookville-Seminary Valley Citizen's Association, stated that they were generally supportive of the plan, however they are concerned with the displacement of Magruder's and the laundromat, and concerned about the lack of parking and traffic. The group was supportive of the public benefits including the housing contribution, landscaping, pedestrian improvements and architecture, but suggested that the parking management plan be worked out prior to the approval.

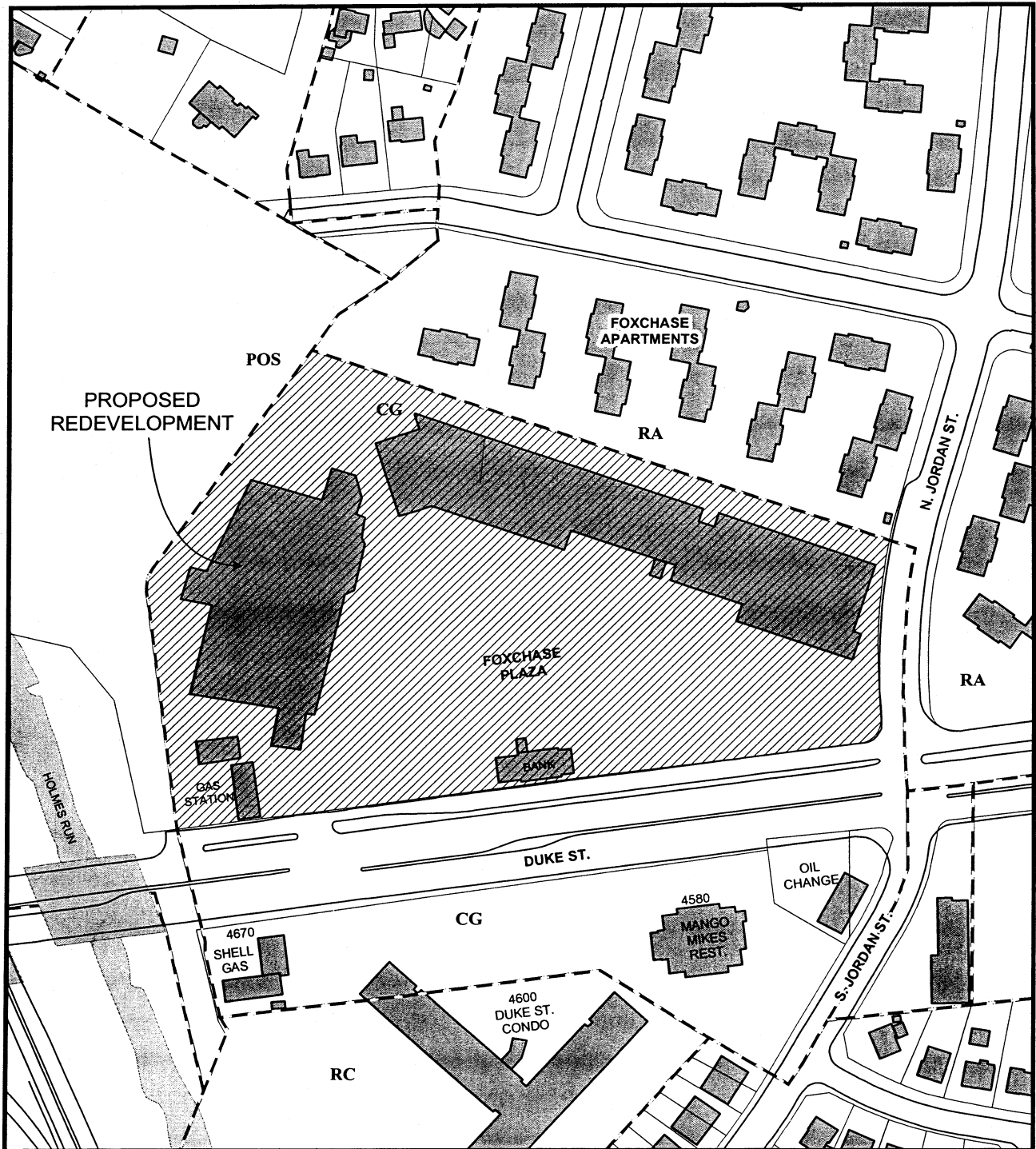
Victoria Herbert, representing the Cameron Station Home Owners Association, spoke in support stating that the group supports the plan but are concerned about the neighboring Foxchase residents with the displacement of Magruder's and the laundromat.

Larry Grossman, resident of the City and representing Bike Walk Alexandria, spoke in concern of the lack of planning for bicyclists. Mr. Grossman suggested working with the City on accommodations for bicycles within the shopping center, as well as an expanded number of bike racks for future need. Additionally, Mr. Grossman suggested more internal landscape islands and a better vehicle circulation pattern was needed in the parking area.

Elizabeth Wright, resident of the City, suggested that there is a need for consultation with the community throughout the process. Ms. Wright stated that there was currently a lot of pedestrian use of the area and was concerned with the individual retailer's required maintenance of the proposed awnings and costs that would be incurred would prohibit their proper maintenance.

Jack Sullivan, representing the Seminary Hill Association, stated that the group was supportive of comments made by Cameron Station Civic Association regarding concerns with insufficient parking, particularly with the large number of compact spaces on one side of the lot and suggested that rather than deferring the plan, a number of compact spaces allowed be decided by the Commission.





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**SUP #2004-0097**

**02/01/05**



**I. EXECUTIVE SUMMARY:**

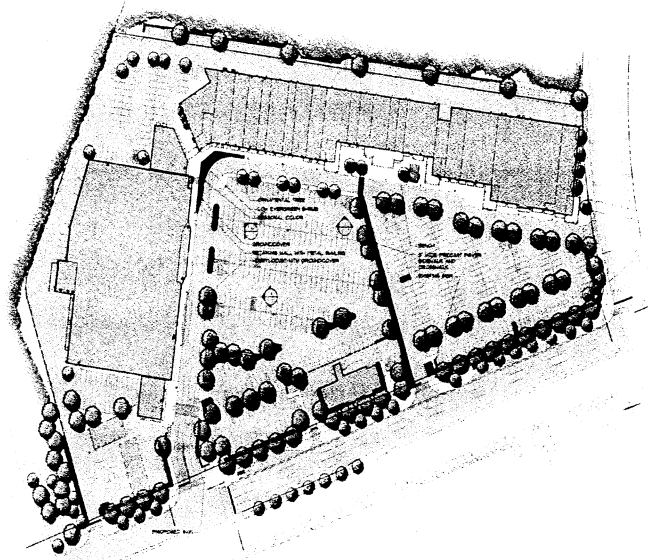
The applicant is requesting approval to construct a 55,719 sq.ft. grocery store and a 3,272 sq.ft. retail space on the northern portion of the proposed site and a 2,375 sq.ft. retail space on the southern portion of the proposed site. The proposal will require the demolition of 64,415 sq.ft. of the western portion of the "L" shaped shopping center and removal of the Magruder's grocery store, theaters, and several smaller commercial spaces. The proposal requires approval of the following:



*Aerial View*

- Special use permit for a retail shopping establishment greater than 20,000 sq.ft.;
- Parking reduction special use permit;
- Transportation Management Plan (TMP) special use permit; and
- Sign special use permit to permit more than 2 freestanding signs.

The proposal presents an opportunity to redevelop a suburban shopping center that was constructed in the 1950's into a development that can better accommodate pedestrians, provide building design and landscaping that creates an urban center more characteristic of other redevelopment that has occurred in the City. The challenge



*Proposed Site Plan*

has been how to redevelop the site in a way that accomplishes these goals given the fact that the existing gasoline station, the Wachovia bank and approximately 60% of the center is proposed to be retained. The challenges and opportunities include:

*Challenges:*

- Parking;
- Traffic;
- Topography;
- Replacement of a grocery store and removal of a laundromat used by the adjoining community; and

- Redevelopment of only a portion of the site, while retaining the existing businesses and approximately 60% of the shopping center.

*Opportunities:*

- Removal of an adult theater;
- Streetscape along Duke Street;
- Landscaping and canopy coverage within the site;
- Pedestrian circulation on Duke Street and within the site;
- Higher quality building design and materials; and
- Enhanced Holmes Run Park entrance and perimeter.

***Staff Recommendation:***

Typically, the City works with an applicant and the community to create a sense of place through elements such as the placement of buildings, scale, open space, etc. The difficulty with this proposal has been how to integrate a new grocery store into a center with existing viable businesses such as banks and restaurants. Staff has attempted to balance the needs of the existing tenants and parking while still providing:

- pedestrian improvements;
- building design that provides a more urban appearance; and
- enhancements to the adjacent Holmes Run Park.

Improvements include elimination of the service road on Duke Street, addition of a double row of street trees and wide sidewalk on Duke Street, enhanced pedestrian crossing on Duke Street, enhanced pedestrian connections and enhanced building design.

While staff supports the redevelopment of the site and the proposed grocery store, the approval is contingent upon a significant amount of additional landscaping-buffers, streetscape, building design, mass transit incentives, enhancements to the perimeter and entrance of the Holmes Run park, parking and improved internal pedestrian connections as discussed below. The applicant has worked with staff on the building design to better achieve the City and community's goal for a higher quality urban center. The proposal enables the strengthening of the existing retail uses, enhancing the overall appearance and better accommodations for pedestrians.

**II. Issues Addressed With The Staff Recommendations:**

***A. Parking:***

The applicant is proposing 583 total parking spaces or 4.00 sp./1,000 sq.ft. of retail. The Zoning Ordinance requires 703 parking spaces. Therefore, the applicant is requesting special use permit

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approval for a parking reduction of 120 spaces. The parking study states that the proposed shopping center requires 1 sp/ 250 sq.ft. or the 583 spaces that are proposed on the current plan.

Based on an analysis of comparable facilities such as Pentagon Row, Whole Foods and Bradlee, as discussed below, the proposal is comparable to other centers in the area. Parking within the City is always a balance between landscaping, screening, open space and the provision of an appropriate amount of parking. In this case, given the location, uses and type of center, staff believes the amount of parking provided with the proposal is appropriate.

The applicant is requesting that approximately 140 spaces be provided behind the rear of the buildings, which will accommodate the 100-120 employees anticipated for the entire center. Staff has included a recommendation that requires *all* employees to park in the rear of the building. Therefore, there are 20-40 parking spaces in the rear of the building that could potentially be used for retail parking. While staff believes that the parking within the front parking lot will be sufficient for the proposed center, there may be limited peak periods such as Christmas when it would be beneficial to have the 20-40 spaces more easily accessible. The applicant is proposing a pedestrian connection to these spaces. To make these spaces more accessible, staff initially discussed the possibility of a direct one-way connection from the front lot to the rear lot. The difference in grading, interruption of the sidewalk and handicap access at this awkward location do not make this a difficult location for a direct connection. Alternatively, staff is recommending that the applicant work with the City to create a parking management plan to enable valet parking to make the 20-40 parking spaces more accessible for the retail patrons during peak times if needed. Staff recommends approval of the proposed amount and location of parking contingent upon the parking management plan which requires employees to park in the rear of the center, subsidized bus and transit fare media for all employees, promotion of carpooling by employees and creation of a mechanism to enable valet parking during peak periods. With these conditions, staff supports the proposed parking.

***B. Building Design - Compatibility:***

The applicant is requesting a special use permit approval for a "big-box" store greater than 20,000 sq.ft. to construct the proposed 55,719 sq.ft. grocery store. The intent of the special use permit is to ensure that large retail stores are compatible with the character and scale of the neighborhood where the use is proposed and is evaluated on a case-by-case basis. In this case, the applicant initially proposed a large building with very little variation in height and large expanses of solid walls creating a hostile environment for pedestrians and a building that was out of scale with the smaller retail bays of the existing center and the character of the neighborhood.

Staff has worked with the applicant to break the building down into a series of smaller retail bays, provide articulation, variation in height and higher quality materials (masonry and stone). Equally important was adding activity and interest at the pedestrian level to activate the adjoining

sidewalk for pedestrians. To accomplish this staff has worked with the applicant to add windows, display windows, murals and variation in materials – all of which will add interest and variety at the pedestrian level. With the proposed variation in forms, scale and interest at the pedestrian level, staff recommends approval with some refinements to the overall design. The existing retail tenants, the freestanding bank and gas station will also have enhancements to the building design. Staff has included recommendations to require high quality materials and designs for these buildings. The overall approach, building design and materials will help to better integrate the proposal with the higher quality redevelopments on Duke Street such as Beatley library and Cameron Station.

Staff has also recommended incorporation of green building technology and materials as part of the proposed buildings.



*Proposed Harris Teeter Grocery Store*

#### **C. Community:**

The applicant and staff conducted community meetings for this project with Cameron Station, Holmes Run Civic, Wakefield-Tarleton and adjoining residents. The community reaction has generally been positive. The primary issues identified by the community include:

- Traffic;
- Parking;
- Pedestrian improvements;
- Landscape-screening improvements;
- Ensuring “high quality” redevelopment;
- Relationship to Holmes Run Park; and
- Loss of neighborhood serving uses such as the laundromat and grocery store.

To address these concerns, staff has included conditions regarding parking, pedestrian improvements, landscaping, building design, and landscape screening and enhancements to the Holmes Run Park.

## **II. BACKGROUND:**

The 10.22 acre Foxchase Shopping Center site is located at the corner of Duke and Jordan streets. The site is adjacent to the eastern boundary of Holmes Run Park. The existing "L" shaped building that lines the west and north sides of the site contains 64,415 sq.ft. of gross retail uses that range from 1,050 sq.ft. to 15,625 sq.ft. Parking for the site is provided primarily in the surface lot between the building and Duke Street. The topography of the site rises approximately 20 feet at the western side of the site from Duke Street to the northern portion of the site along the Foxchase residential development.



*Aerial View*

The site is surrounded by a variety of residential communities and commercial uses. The Foxchase multi-family residential development is located immediately to the north and east. The 4600 Duke residential building, a restaurant and auto repair facility are on the southern portion of the site. Cameron Station is to the west on Duke Street, and the Wakefield-Tareyton community is located south and east of the site.

## **III. PROJECT DESCRIPTION:**

The proposed redevelopment of the site consists of removal of the western portion of the shopping center, including the demolition of the existing Magruder's grocery store, six smaller retail spaces, the Foxchase Cinema and a dinner theater. The proposal demolishes 64,415 sq.ft. of existing retail along the west side of the development and proposes to replace it with 61,366 sq.ft. of new retail uses, the majority of which is the 55,719 sq.ft. Harris Teeter grocery store. As proposed, the center would consist of a total of 151,077 sq. ft. of commercial use, with 583 parking spaces proposed for the site.

An open area in the northwest corner of the site, previously occupied by the dinner theater, will become additional parking for the shopping center. The proposed buildings are single story and 37 feet in height at the highest point. The retained shopping center wing will be updated and pedestrian improvements provided.

Parking for the shopping center will remain as surface parking with a reconfigured layout and additional tree islands. A main entrance road through the center of the site has been provided with a pedestrian sidewalk leading to the central plaza of the retained north wing of shops. The bank parking lot is also redesigned and connected with the main parking area for the shopping center. The Exxon gas station will be landscaped with removal of the existing curb cuts and

service road in front of the station. The proposed loading for the grocery store will be located on the western portion of the proposed grocery store.

#### IV. ZONING:

The zoning characteristics of the development are summarized in the table below.

Foxchase:		
Property Address:	4513 Duke Street	
Total Site Area:	444,807 sq.ft.	
Zone:	CG	
Current Use:	Commercial	
Proposed Use:	Commercial	
	<u>Permitted/Required</u>	<u>Proposed</u>
Gross Floor Area	222,404 sq. ft.	151,077 sq.ft.
Net Floor Area		144,627 sq.ft.
FAR	.50	.33
Yards	min. bldg. height (25 ft.)	Rear Yard (north): 180 ft. Front Yard (south): 137 ft. Side Yard (west): 32 ft.
Height	50'	37 ft.
Parking	730	583 (reduction requested)

**V. STAFF ANALYSIS:**

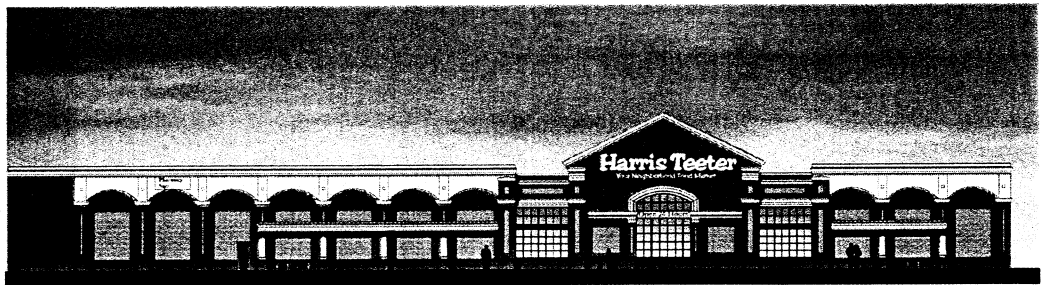
The proposal for the redevelopment of the Foxchase Shopping Center is a balance between opportunities to provide a desired high quality urban development with active frontages and the site's physical challenges coupled with the fact that 60% of the existing shopping center and existing tenants are proposed to be retained. The existing buildings such as the Exxon gas station, the Wachovia bank building and larger tenants have long term leases.

The City has worked with the applicant to provide updates and improvements to the site including architectural improvements, simplified access and circulation, enhanced pedestrian circulation and streetscape improvements, building enhancements and park improvements. In balance, staff is recommending approval of the proposal, given the site constraints as a reasonable proposal for the site. However, the recommendation for approval is based upon the staff recommendations such as additional landscaping, building design and parking. Staff believes that with the staff recommendations, the proposed development can be a positive addition to Duke Street and provide significant improvements for pedestrians.

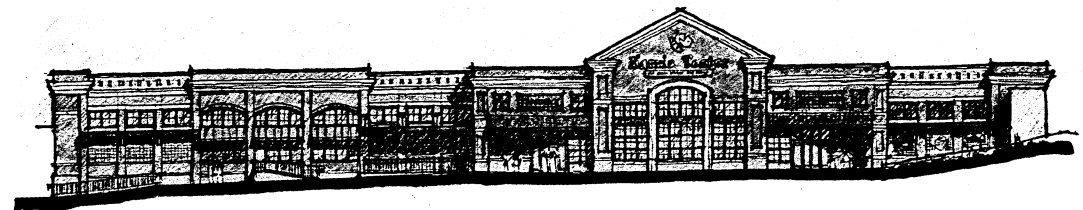
**A. *"Big Box" - Special Use Permit:***

In 2002, City Council passed an amendment to the Zoning Ordinance requiring special use permit approval for new retail shopping establishments greater than 20,000 sq. ft. in size. The intent of special use permit is to avoid the typical large footprints and buildings that could potentially be

inconsistent with the character of the neighborhood and to evaluate any negative impacts. The special use permit requires a discretionary review to ensure that these large footprint "big box" structures are compatible with the character of each neighborhood.



*Initial Proposal*



*Current Proposal*



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The footprint (280 ft x 180 ft.) is almost the size of a traditional City block. The height of the proposed grocery store ranges from 25 ft. to 37 ft. at the peak of the entrance. The size of the proposed 55,700 sq. ft. grocery store is comparable to many of the new grocery stores which are being constructed today, although the proposed store is considerably larger than most of the existing grocery stores in the City. Staff has worked with the applicant to revise the initial proposal to better accomodate pedestrians on the sidewalk and reduce the perceived length of the building on the eastern facade facing the parking lot and Duke Street.

Originally, the applicant proposed a "standard" suburban grocery store with an entrance and blank walls for the 60%-70% of the remaining length of the grocery store facade. The initial design did not make any attempt to accomodate pedestrians or to reduce the perceived scale or length of the building and was inconsistent with the smaller retail bays of the remainder of the retail center.

To reduce the perceived scale and length, the City has worked with the applicant to create seven smaller bays, applying higher quality materials, murals, display windows and windows at the pedestrian level to establish a more comfortable "pedestrian scale" environment along the sidewalk frontage. The side of the structure will have windows and treatment to reduce the perceived scale from the street and parking areas. With the architectural improvements, the proposed grocery building is also more consistent in character with the proposed new facade of the remaining shopping center. With these considerable changes and some additional refinements staff is recommending approval.

For the remainder of the existing center, the applicant has worked with the City to provide a more open and pedestrian friendly environment with awnings, new frontages, and pedestrian scale improvements for the entire center, including facade improvements to the Exxon and Wachovia bank buildings.

*Current Center Design*



*Proposed Center Design*



The north wing of the center that is to be retained currently has a full canopy that covers the store fronts and sidewalk. The building has been revised to provide better visibility and a pedestrian friendly, updated character along the sidewalk frontages. To achieve the update, the existing canopy will be removed, providing light to the store fronts and visibility into the retail spaces. The store facades will be refaced with new materials and colors helping to enliven the pedestrian space and break down the length of the building into smaller pedestrian scale bays. Awnings for each frontage will be added to contribute to the pedestrian scale and to provide shelter from the elements. The plaza spaces and sidewalk will also be enhanced with benches, focal features such as sculpture or art, and additional planters.

One of the questions that has been raised by the community is why would the City allow loading on the western facade adjacent to the Holmes Run Park. One reason is that this is the location of the existing back of the store for the Magruder's grocery store and is a location that would not be visible from an adjoining public street or adjacent to the residents of Foxchase on the northern portion of the site. In addition, the proposed building is setback 140-250 ft. from the trail within the park and there is a considerable amount of landscaping and trees between the building and the existing trail. Staff is also recommending additional landscape screening within the park. Due to the considerable change in topography, the trail within the park is at a lower grade (up to 10-12 ft.) than the proposed grocery store. The setback, change in grade and landscaping create a natural screening for the grocery store and loading area.

***B. Pedestrian - Streetscape - Landscaping Improvements:***

The proposal incorporates pedestrian improvements throughout the shopping center and along Duke Street. The service road on Duke Street will be eliminated and replaced with an 8 ft. pedestrian sidewalk, continuous planting strips, and a double row of street trees to encourage pedestrian use. Landscape enhancements will also provide an improved streetscape along Duke Street, buffering the exposed surface parking lot from the street and pedestrian. Additional pedestrian improvements include:

- A proposed central vehicular entrance from Duke Street immediately east of the Wachovia bank. This central "street" into the Shopping area will also provide a pedestrian sidewalk to the pedestrian plaza in the center of the north wing;
- New crosswalks at Duke Street and Jordan Street intersections;
- A 15 ft. planting buffer strip along Duke Street;
- A bus bay and bus stop;
- The Duke Street crossing at the main grocery store entrance will include a planted median and pedestrian refuge;
- A sidewalk connection to the grocery store from the closed service lane. Pedestrians will be crossing less traffic and will be provided with a sidewalk to the grocery entrance. Currently, much of the pedestrian access is shared with vehicles at the western entrances of the center;

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- The Jordan Street stop bar will be moved to the intersection, providing one stop for vehicles and one crossing point for pedestrians;
- A new pedestrian entrance will be provided to Holmes Run Park from the sidewalk along Duke Street;
- Improvements and enhancements will be made to the existing pedestrian promenade along the north wing of the shopping center, including planting, lighting and pedestrian amenities such as benches and public art-sculpture;
- Improvements will be made to the shopping center's plaza spaces with enhanced planting, lighting, paving and other pedestrian amenities;
- Pedestrian improvements will be made along the Jordan Street frontage; and
- Additional tree planting islands will be provided to help break up the expanse of paving in the parking lot.

The 900 ft. (length of three City blocks) street frontage on Duke Street presents an opportunity to significantly enhance the visual quality and pedestrian environment along one of the City's main east-west streets. The improved streetscape and median will help to visually tie the two sides of the street together and provide a more unified urban streetscape. As part of the special use permit, staff has required the applicant to provide the following streetscape and pedestrian enhancements to Duke Street:

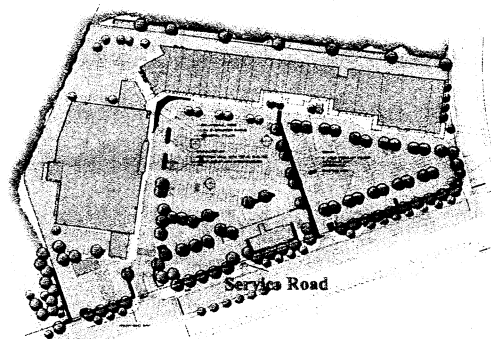
*Landscaped Median*

A 10 ft. wide planted median will be provided on Duke Street from the traffic signal at the 4600 Duke entrance, also the entrance to the proposed new grocery store. The median will be planted with trees and groundcover and provide a refuge for crossing pedestrians as well as a landscaped median to separate the 6 lanes of traffic.

*Closure of the Service Road*

The existing service road fronting the shopping center west of Jordan Street will be eliminated and an 8 ft. wide pedestrian sidewalk and landscape strip provided in its place. The sidewalk will be separated from Duke Street by a 15 ft. wide planting strip with shade and ornamental trees softening the streetscape and buffering views to the parking lot from Duke Street traffic. An additional planting strip will separate the sidewalk from the parking lot, also landscaped with additional shrubbery to help screen the parking and provide a comfortable pedestrian connection from Foxchase to the Holmes Run Park.

*Service Road to be Eliminated*



*Service road proposed to be eliminated*

*Pedestrian Crossing Improvements*

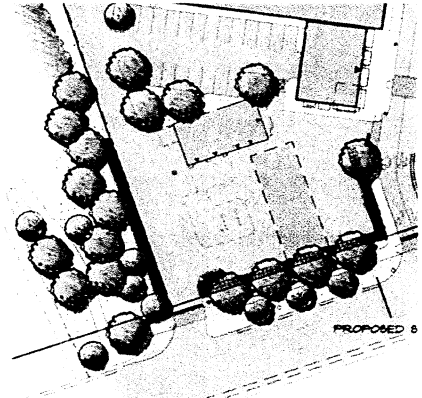
New pedestrian countdown signals will be provided at the intersection of Duke Street and Jordan Street, as well as at the intersection to the west at the entrance to the grocery store. Newly striped cross walks will be provided at those locations. Stamped and colored crosswalks will be provided for the internal pedestrian crosswalks and the crosswalks adjacent to Duke Street.



***Current Entrance to Park***

*New Entrance to Holmes Run Park*

An enhanced pedestrian connection and entrance to Holmes Run Park will be provided from the Duke Street sidewalk just west of the Foxchase Shopping Center western property line. A new entrance sign will be provided at the entrance on Duke Street. Additional landscaping along the entrance of the park will also be provided. The pedestrian footpath will be relocated to provide an additional landscape buffer between the park entrance and the adjoining gas station.



***Proposed Entrance to Park***

*Parking Lot*

With the reconfiguration of the parking lot, the City has worked to provide internal pedestrian connections and crossings with trees for the pedestrian walkways. Staff is also recommending additional landscape islands.

*Plaza Area*

The proposal identifies landscaping for the existing pedestrian plazas located in the northeast corner of the center, as well as the existing plaza in the central portion of the retained north wing. Staff has recommended that additional trees and plantings be provided within the plaza areas as well as along the pedestrian sidewalks that front the retail stores. The improvements will help to provide a higher quality pedestrian environment and visually enhance the frontage of the building.

**C. *Parking:***

The applicant is requesting approval of a special use permit for a parking reduction from the 703 parking spaces required by the Zoning Ordinance to the 583 spaces as currently depicted on the site plan. As part of the proposal, the City required the applicant to submit a parking study prepared by Wells and Associates, LLC dated November 12, 2004. The findings of the parking study are as follows:

- During a one week study, the current shopping center's peak parking demand is on Saturday with 43% of the parking spaces occupied;

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- The future parking demand for the renovated Foxchase shopping center, based on Institute of Transportation Engineer's numbers, is 583 spaces, or 4 spaces per 1,000 sq. ft.
- The Harris Teeter at the 128,106 sq. ft. Lee-Harison Center location provides 3.43 spaces per 1,000 sq. ft. or, 1 space per 291 sq. ft. of commenrcial use
- The free-standing, 49,442 sq. ft. Harris Teeter at Hyde Park Plaza provides 3.6 spaces per 1,000 sq. ft., or, 1 space per 277 sq.ft. of retail.

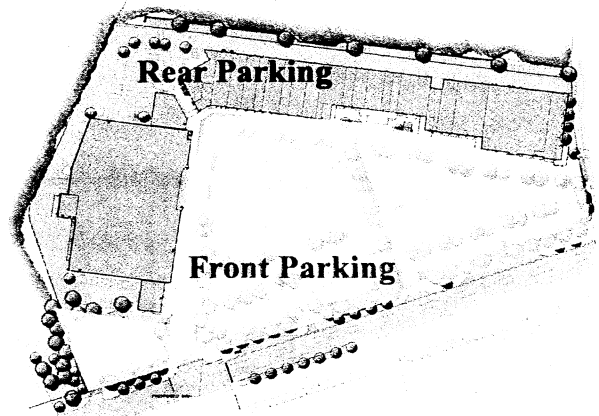
In addition, as part of the review of the proposal the City also compiled a comparison of comparable grocery or retail locations within the City or the region as outlined below.

**Table # 1**  
***Parking Comparison***

PROJECT	RETAIL (SQ.FT.)	TOTAL RETAIL PARKING SPACES	PARKING RATIO
Pentagon Row	300,000	1,225	1/250 sq.ft.
Whole Foods P Street (DC)	37,000	151	1/250 sq.ft.
Whole Foods Clarendon Arlington, Va	33,000	78	1sp/424 sq.ft.
Whole Foods Market Georgetown	35,200	176	1 sp./200 sq.ft
Whole Foods Duke-Holland Alexandria (under construction)	43,342	256	1sp/169sq.ft.
Alexandria Commons Duke Street	146,113	642	1sp/227 sq.ft.
Bradlee	178,197	674	1sp/264sq.ft.
Foxchase	144,627	583	1sp/250 sq.ft.

The parking study reveals that a parking ratio for many of the retail and grocery store uses is approximately 1 sp./ 250 sq.ft. Therefore, the 1sp/250 sq.ft. parking ratio proposed by the applicant is reasonable in this location. However, a concern is not the number of proposed parking spaces, but the location and accessibility of the proposed spaces.

As previously discussed, the applicant is proposing that approximately 140 parking spaces be provided in the rear of the building. Staff acknowledges that the spaces behind the rear (northern portion) of the building can be used by employees and that a limited number of the spaces will be used by the tenants of spaces such as the Curves fitness facility. Staff has included a recommendation requiring that all employees park in the rear of the buildings.



The total parking for retail includes the necessary parking for employees. In this case it is estimated that the number employees for the proposed development will range from 100 to 120, depending upon the type of uses. Therefore, a portion of the rear spaces will be available for retail patrons as overflow parking and the spaces will be accessible by a pedestrian walkway. The Curves fitness facility will also likely use these spaces which are adjacent to their entrance.

While staff believes that the parking within the front parking lot will be sufficient for the proposed center, there may be limited peak periods such as Christmas when it would be beneficial to have the 20-40 spaces more easily accessible. The applicant is proposing a pedestrian connection to these spaces. To make these spaces more accessible, staff initially discussed the possibility of a direct one-way connection from the front lot to the rear lot. The difference in grading, interruption of the sidewalk and handicap access at this awkward location do not make this a difficult location for a direct connection. Alternatively, staff is recommending that the applicant work with the City to create a parking management plan to enable valet parking to make the 20-40 parking spaces more accessible for the retail patrons during peak times if needed. Staff recommends approval of the proposed amount and location of parking contingent upon a parking management plan which requires employees to park in the rear of the center, subsidized bus and transit fare media for all employees, promotion of carpooling by employees and creation of a mechanism to enable valet parking during peak periods. With these conditions, staff supports the proposed parking.

**D. Traffic:**

Wells & Associates, Inc. performed a traffic impact analysis and parking study for the proposed redevelopment of Foxchase Shopping Center. The traffic impact analysis included reviewing existing vehicular, pedestrian and transit conditions in the area, determining the change in travel demand that would result from the proposed redevelopment plan, and identifying the potential impact of changes in travel demand and site access on area intersections and appropriate mitigation measures.

The analysis concluded that the proposed redevelopment would result in a reduction of approximately two percent in trips made to and from this shopping center during both peak periods and on a daily basis. The study also found, based on existing driveway traffic volume counts, that travel demand at Foxchase Shopping Center is 13 to 75 percent higher than indicated by standard ITE trip generation rates. The traffic impacts of the proposed redevelopment were evaluated based on the higher observed travel demand patterns.

The traffic impact analysis found that the redevelopment plan, including the closing of the existing frontage road along Duke Street, would not adversely impact area traffic movement. The signalized intersections of Duke and Jordan Streets, Duke and Foxchase Shopping Center/4600 Duke Street Apartments, and Jordan Street and Foxchase Shopping Center continue to operate at acceptable levels of service (generally levels B and C, with some level D operation at Duke and Jordan Streets), with average intersection delays increasing no more than ten seconds per vehicle.

Staff was concerned that the queue of vehicles on southbound Jordan Street at Duke Street could block site access and egress at its signalized entrance on Jordan Street. A comparison of existing and future queue lengths on southbound Jordan confirmed that blockages might continue to occur at this location if southbound motorists fail to clear this intersection during the green phase of the signal control cycle. It is not anticipated that the proposed redevelopment would worsen this existing condition.

***E. Transportation Management Plan:***

The applicant is also requesting approval of a transportation management plan for the site. The conditions recommended by staff include a range of measures, including a TMP coordinator, marketing activities, and a TMP fund to be used to subsidize employee transit passes, which staff believes need to be augmented to increase mass transit ridership. As part of the proposal, a bus bay and new bus shelter are being provided on Duke Street, at the west entrance to the shopping center. The site has immediate access to bus service on Duke Street in front of the Foxchase Center, both east and westbound. This area of Duke Street is served by the AT8 Dash line which runs between Old Town, Landmark, and the Van Dorn Metro, and by the 29 K Metrobus which runs between Old Town and George Mason University in Fairfax, and also, the 29 N Metrobus which services Old Town and Fairfax Circle.

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The following chart identifies the service provided by these lines:

**Table # 2**

Bus Line	Frequency	
AT8 Dash	15 min. rush hour - 45 minutes mid day 1 hour	Weekdays Weekend days
29K,N Metrobus	approx every 40 min 1 hour	Weekdays Weekend Days ( limited hours on sunday)

Based upon the staff recommendations the applicant would be required to designate a coordinator for the TMP who would be responsible for implementing a parking management program, transit subsidies and promoting mass transit usage for employees. The applicant would also be required to implement strategies to encourage ride sharing and displaying ridesharing promotional material in the building and providing computerized ridematching services to the employees. The material would include transit information, routes, schedules, fare media, and ridesharing brochures. The applicant would also be required to provide shower and locker facilities and bicycle storage for those employees who choose to commute by bicycle. The staff recommendations will require a subsidy to participate in a program to encourage public transit alternatives for commuting to the site.

Staff believes all of these transportation management measures that range from a coordinator, facility improvements such as bicycle racks and significant mass transit subsidies for the employees and residents will increase mass transit ridership for the proposed development.

***F. Loading-Unloading Spaces:***

The Zoning Ordinance requires three loading bays for a grocery store. The applicant is requesting a modification to reduce the number of provided loading spaces. According to Harris Teeter, only two spaces are needed for the proposed grocery store which is typical for a Harris Teeter store of this size. Loading and unloading for the center will continue to occur by large and smaller vehicles. The loading spaces can accommodate full-size tractor trailers (40-50 ft.) or intermediate size trucks. The vehicles will enter the site from Jordan Street onto the one-way service lane abutting the northern boundary of the site behind the shopping center. The trucks will travel along the rear drive aisle and stop alongside the loading spaces. In the case of the proposed grocery store, the trucks will continue along the service aisle to the southern portion of the site and back up into the angled loading bays. All traffic within the service lane will have to exit the property by making a right hand turn onto Duke Street immediately west of the Exxon Station. Loading spaces are embedded within the site and will not be visible from the adjoining streets.



**G. Freestanding Signs:**

The applicant is requesting special use permit approval for one new sign. In total, there will be five freestanding signs on Duke Street; two signs are permitted by the Zoning Ordinance based on the frontage of the property. Four of the signs (Exxon gas station, Wachovia, and the freestanding pylon sign and a freestanding monument sign at the corner of Duke and Jordan streets) are existing. The applicant is proposing one additional brick monument sign at the main entrance on Duke Street.

The policy of the City has been to minimize signage and provide lower scale monument signs on Duke Street. The two signs proposed by the applicant are brick monument signs, which are approximately 6ft. at the Duke Street entrance to 9 ft. for the proposed sign at the corner of Duke and Jordan streets. Staff supports a new brick monument sign at the entrance to Duke Street and replacement of the monument sign at the corner of Duke Street contingent on the following:

- Reduction in height for both signs to a maximum height of 6 ft. and the materials of the signs shall be brick and stone and the message of the signs limited to "Foxchase" as depicted on the preliminary plans; and
- The base, materials and design of the existing three freestanding signs shall be replaced to provide a more coordinated and architectural sign approach for the center.

The proposed monument signs are consistent with approvals which have required monument signs for new freestanding signs on Duke Street. Coordinating the signs also will better integrate them with the proposed redevelopment and redesign of the proposed buildings.

**H. Compliance with the City Vision:**

The proposal provides an opportunity to provide retail services for the adjoining communities adjacent to extensive bus service and parks, which will add activity and vibrancy for the adjoining neighborhoods. Staff is also recommending streetscape improvements and amenities such as bus shelters to encourage activity. The proposal incorporates many of the fundamental elements of the City Vision that include:

**Vibrance**

- The redevelopment provides a variety of retail space sizes and will retain a large portion of the existing tenants while drawing additional new tenants, creating vibrant uses.
- The improvements proposed to the existing retail fronts, sidewalks and plaza area will provide a higher visibility and encourage more pedestrian use and outdoor dining by the restaurants, adding vibrance to the center.
- Proposed sidewalk, park entrance, and streetscape improvements along Duke Street will provide a pedestrian character and encourage pedestrian activity between the neighborhoods that surround the center.

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Diversity

- The redevelopment provides for a variety of access by: bus-with a new shelter and layby; taxi- providing a new layby; car - providing better access and parking configuration; foot - with significant pedestrian improvements; and by bicycle - with wide sidewalks and bicycle parking. These improvements allow for a wide variety of access options for patrons, as well as employees.

Beauty

- Significant streetscape improvements along Duke Street are proposed along the Foxchase Shopping Center frontage. The tree planted median, double row of street trees and shrubbery proposed will provide a beautification of Duke Street that will be enjoyed by the local and greater community.
- Significant infill planting proposed along the boundary between the park and shopping center, and the proposed landscaped entrance to Holmes Run Park on Duke Street, will provide a strong visual improvement to the area as well as beautification of the park's entrance.
- Refacing of the buildings that are to be retained, including the Exxon and Wachovia bank will provide a modern, attractive center that will improve the visual character of Duke Street.
- A highly architecturally detailed new building of quality materials and design is proposed to replace the current eastern wing of the shopping center. The new architecture will be visible from Duke Street and will visually enhance the streetscape.

Urban Village

- The proposal is accessible by bus service and pedestrians and staff has also recommended incentives for employees to use alternative modes of transport as part of the Transportation Management Plan special use permit.
- The pedestrian improvements, including sidewalks and crosswalk enhancements provide the center with a better connection into the surrounding neighborhoods.
- New park access and connection to the City's overall trail system provides stronger pedestrian and bicycle links in the City.

Great Community

- Redevelopment of the Foxchase Shopping Center is an opportunity to continue to build in the community with enhancement of character and provision of new amenities and services to the neighborhoods.

## **VI. CONCLUSION:**

Staff recommends **approval** with the conditions outlined within the report.

## VII. STAFF RECOMMENDATION:

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

### SITE PLAN:

1. **REVISED BY PLANNING COMMISSION:** As part of the Transportation Management Plan, The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking by the employees and patrons to the satisfaction of the Directors of P&Z and T&ES, and in consultation with the adjoining residents. At a minimum, the plan shall include the following:
  - a. Consistent with condition #28, the ~~The~~ applicant shall provide discounted bus and transit fare media for all employees through the use of TMP funds. The fare media should include Metrorail, Metrobus, DASH and other public transportation system fare media. The availability of the discounted fare media will be prominently advertised. The level of discount will be approved as part of the final parking management plan.
  - b. All employees shall park in the rear of the building and shall have a tag, decal or similar form of identification to clearly identify employee vehicles. The identification shall be prominently displayed at all times.
  - c. Designated short-term retail parking spaces ~~for the Curves fitness facility~~ in the rear of the building.
  - d. The applicant shall provide parking during the demolition and construction process for employees and retail patrons.
  - e. Consistent with condition #29, the ~~The~~ applicant shall provide parking for construction workers without charge to the construction workers.
  - f. The applicant shall provide secure bicycle storage for employees and patrons.
  - g. ~~The applicant shall implement valet parking during peak periods.~~ The applicant shall provide attended-valet parking and a tandem parking option for employee parking in the rear of the shopping center.
  - h. It shall be the sole responsibility of the applicant to monitor and enforce all provisions of the parking management plan.
  - i. The Applicant shall provide security measures for the parking areas located in the rear portion of the shopping center to encourage use of the spaces. Security measures shall include but not be limited to: security patrol, panic phones, and appropriate lighting.
  - j. The compact parking spaces proposed in the eastern portion of the parking lot shall be increased to 8.5 ft. in.(PC)(P&Z)

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2. The applicant shall prepare and submit a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES and Code Enforcement prior to the release the final site plan for the project. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and tenants to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z)
3. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a certificate of occupancy permit for the proposed grocery store. (P&Z)
4. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets city standards and are located to prevent excessive spillover lighting and glare to adjacent properties and park. (T&ES) (P&Z)
5. The developer shall eliminate the proposed exit curb cut onto Duke Street immediately west of the Wachovia bank. (T&ES)
6. **REVISED BY PLANNING COMMISSION:** ~~Developer shall underground all the overhead utilities along Duke Street and Jordan Street. (T&ES)~~ The developer shall provide a \$50,000 contribution to the City upon demand within ten (10) years from the date of City Council approval, if and at such time a funded project for undergrounding overhead utility lines is identified for this vicinity of Duke Street. (PC)
7. The applicant shall align handicap curb cuts with handicap parking in parking lot to the satisfaction of the Director of Code Enforcement. Relocate the Wachovia hydrant east to island next to central drive aisle for improved access. Front and rear existing Emergency Vehicle Easements shall be preserved. Staging of materials shall not encroach on, or block, the existing fire lanes. Provide turning radii for northwest corner of rear EVE. Parking tractor trailers shall not encroach upon the emergency vehicle easement. (Code)

**BUILDING DESIGN:**

8. **REVISED BY PLANNING COMMISSION:** The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated 01/21/05. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall include:

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- a. The facade materials for the front and side of proposed grocery store shall be entirely masonry (brick, precast, stone). Trim elements shall be cast, stone, metal or high quality composite material, except that premium finish two-coat fine texture EIFS shall be used for cornice elements, and, the major vestibule window trim shall be cast stone.
  - b. The materials for the existing buildings to be refaced, ~~including the Exxon and Wachovia buildings~~ shall be consistent with the preliminary plans. The applicant shall upgrade the Exxon and Wachovia buildings, consistent with the preliminary plans, if permission is granted by the tenants.
  - c. The retail base shall provide low-level pedestrian-scale lighting as an integral part of the facade design to add nighttime visual interest to the buildings.
  - d. Color architectural elevations (front, side and rear) shall be submitted with the final site plan.
  - e. All refinements to the design and materials shall be submitted for review prior to submission of the building permit application.
  - f. The applicant shall provide larger scale drawings to evaluate the retail base, cornice brackets, entrance canopies/awnings and sign bands and that the final detailing, finish and color of these elements is critical and must be studied in context with the overall building. These detail elements shall be submitted and approved prior to the release of the final site plan.
  - g. The top part of the western elevation of the proposed grocery store shall be a lighter color.
  - h. A metal roof shall be provided for all proposed exposed pitched roof elements for the center. (P&Z) (PC)
9. **REVISED BY PLANNING COMMISSION:** The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building to the satisfaction of the Director of P&Z.
- a. Sign messages shall be limited to logos, names and street address information, except that the proposed grocery store may have the signage reflected on the preliminary architectural elevations dated January 21, 2005. The size and scale shall be to the satisfaction of the Director of P&Z).
  - b. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
  - c. Individual channel letters shall be provided for retail tenants. Box signs shall be prohibited. (P&Z)(PC)

10. The special use permit for signage shall be contingent on the following for all freestanding signs to the satisfaction of the Director of P&Z:
  - a. The two proposed monument signs shall be masonry and stone and shall be limited to a height of 6 ft. tall and the message shall be limited to "foxchase" as generally depicted on the preliminary plans.
  - b. The base and materials of the existing sign shall be revised to create a more coordinated sign scheme for the center. (P&Z)
11. **REVISED BY THE PLANNING COMMISSION:** The applicant shall demonstrate the use of green building and sustainable techniques for building systems for the proposed building. The applicant shall provide specific examples, where this project will incorporate this technology, including such techniques as low impact development, green roofs, energy efficient materials, low emission paints and high efficiency mechanical equipment in a format acceptable Directors of P&Z and T&ES. (P&Z) (T&ES)(PC)
12. A monitored fire alarm system shall be required for the proposed structures. The proposed grocery store and retail spaces shall be equipped with a full automatic sprinkler system in accordance with NFPA 13. (Code)

**PEDESTRIAN AND STREETSCAPE:**

13. The applicant shall provide pedestrian streetscape improvements that at a minimum shall provide the level of improvements depicted on the preliminary plan and shall also provide the following:
  - a. A 8 ft. wide concrete sidewalk with a 15 ft. landscape strip between the sidewalk and the curb on Duke Street.
  - b. A 6 ft. wide concrete sidewalk with a 5 ft. landscape strip between the sidewalk and the curb on Jordan Street. The existing hardscape between the building and the proposed sidewalk shall be removed and replaced with landscaping.
  - c. Stamped and colored asphalt crosswalks shall be provided for each curb cut on Duke Street and Jordan Street to provide a continuous uninterrupted sidewalk.
  - d. All internal crosswalks shall be stamped and colored asphalt crosswalks.
  - e. Decorative pedestrian scale light poles shall be provided for all internal sidewalks and plaza spaces.
  - f. Pedestrian count-down signal shall be provided for the crosswalk at the western entrance on Duke Street and the intersection of Duke Street and Jordan Street
  - g. The central interior courtyard shall be designed to provide a focal sculpture feature (such as a sculpture), selected by the applicant, and features such as

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seating, trash receptacles, and pedestrian-scale lighting, varied and amenities such as benches, special paving and landscape planters and additional landscaping to encourage its use. The planters within the courtyard shall be adequate depth to provide trees and shall be brick or stone.

- h. All pedestrian improvements, not including landscaping, shall be completed prior to the issuance of a certificate of occupancy permit for the grocery store to the satisfaction of the Director of P&Z.(P&Z)
- 14. The taxi lay-by on Duke Street shall be revised to provide a double row of street trees to the satisfaction of the Director of P&Z and T&ES. (P&Z) (T&ES)
- 15. Developer shall provide adequate funds to the Director of T&ES for the purchase and installation of four (4) of City standard street cans to be located as directed by the Director if T&ES. (T&ES)
- 16. The applicant shall provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
- 17. The proposed crosswalks crossing Jordan Street and Duke Streets shall be thermoplastic to the satisfaction of the Director of T&ES. (T&ES)
- 18. Developer shall install a passenger loading platform between the proposed bus shelter and the curb on Duke Street and the between the proposed sidewalk and the bus shelter pad. Developer shall install access ramps at the walkway leading to the proposed employee parking area between the proposed grocery store and the rear of the Exxon service station. (T&ES)

**LANDSCAPING:**

- 19. **REVISED BY PLANNING COMMISSION:** All final landscape plans shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plans shall include all planting areas and the level of landscaping depicted on the preliminary landscape plan and also provide:
  - a. Revise the shade trees on Duke Street to Willow Oak and the container trees in the plaza to be River Birch.
  - b. Revise spacing of the ornamental cherry street trees on Duke Street to be approximately 15 ft. on center between the sidewalk and the curb.
  - c. Provide 10 columnar trees and ground cover within the proposed central median.
  - d. The trees on the northern portion of the gas station building shall be replaced with 10-15 ft. evergreen trees to provide screening of the proposed

- building from Duke Street and from the park.
- e. A new decorative Holmes Run Park monument sign shall be provided.
  - f. ~~Seven additional landscape islands within the front parking lot. The applicant shall provide landscaping in the area previously proposed to be occupied by the 3,272 sq.ft. retail area. The landscaping within the seven eliminated landscape islands shall be located elsewhere on the site.~~
  - g. The shrubs on the perimeter of the parking lot shall be evergreen, 18"-24" tall at the time of planting. The species for the shrubs shall be varied.
  - h. A significant amount of additional shrubs and groundcover shall be provided at the entrance to the park and on the southern portion of the proposed trail.
  - i. An additional 50-55 deciduous and evergreen trees shall be provided within the park on the western portion of the proposed grocery store and other locations to provide additional landscape screening.
  - j. All street trees shall be a minimum 3.5" caliper at the time of planting and shall be limbed up to a minimum of 80" above the sidewalk as the trees mature.
  - k. The planting depth within planters shall be a minimum of 2' for the shrubs and groundcover and a minimum of 4' of soil depth for trees with adequate drainage to support the trees.
  - l. The proposed shrubbery is to have a maximum height of 36 inches when mature.
  - m. All landscaping shall be maintained in good condition and replaced as needed. All plant specifications shall be in accordance with the current and most up to date edition of the American Standard For Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen; Washington, D.C.
  - n. All work shall be performed in accordance with Landscape Specifications Guidelines 4th Edition as produced by the Landscape Contractors Association (LCA) of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland.
  - o. The landscape plan shall be prepared and sealed by a certified landscape architect. (P&Z) (RP&CA) (Police)(PC)

## HOUSING

- 20. In accordance with the City's Affordable Housing Policy, the applicant shall make a contribution to the City's Housing Trust Fund of \$1.00 per gross square foot of new building area (see definition of gross square footage provided in the Applicant Checklist). The applicant shall pay the contribution to the City prior to the issuance of the certificates of occupancy. (Housing)



**TRANSPORTATION MANAGEMENT:**

21. A TMP Coordinator (TMPC) shall be designated for the Foxchase Shopping Center. The name, address and telephone number of the TMP Coordinator shall be kept on file with the Office of Transit Services and Programs (OTS&P). The Coordinator shall be responsible for establishing and administering the Transportation Management Plan. (P&Z) (T&ES)
22. This development shall have a goal of promoting transit, carpooling/vanpooling and ridesharing and discouraging the use of single occupancy vehicles. The goal of this development shall be transit and ridesharing use of a minimum of 20% out of the total number of employees of the development during the peak time period. (P&Z) (T&ES)
23. The applicant shall provide annual reports to OTS&P including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic; an accounting of receipts and disbursements of the TMP account; and a work program for the following year. This report, and each subsequent report, shall identify, as of the end of the reporting period, the number of square feet of retail floor area and, if available, the actual number of employees occupying such space. (P&Z) (T&ES)
24. Semiannual reports on the receipts and disbursements of the TMP accounts shall be provided using the City's standardized reporting procedures. (P&Z) (T&ES)
25. At occupancy of the building, a survey of employees shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually and will become the basis of the Annual Report. (P&Z) (T&ES)
26. The applicant shall promote the use of transit, carpooling/vanpooling and participation in the staggered work hour program and other components of the TMP with the retail employees (P&Z) (T&ES)
27. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation programs and activities. (P&Z) (T&ES)
28. The applicant shall fund at an annual rate of shall be funded annually at a rate of \$0.11 per square foot of occupied retail space to a transportation account to be used exclusively for the following TMP activities:
  - a. Discounting the cost of transit fare media for on-site employees:
  - b. Marketing and promotional materials to promote the TMP or any other TMP activities as are described in the TMP or as may be proposed by the

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applicant and approved by the Director of T&ES. The annual rate shall be increased by a rate equal to the rate of inflation for the previous year, unless a waiver is obtained from the Director of T&ES. To the extent that the requirements of this TMP impose financial obligations on the applicant, such obligations shall be fulfilled through expenditures from the TMP fund created pursuant to this Paragraph, to the extent funds are available therein, subject to the terms of this Paragraph.

- c. As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
  - d. The applicant shall prepare, as part of its employment procedures, appropriate language to inform employees of the Transportation Management Plan program; such language to be reviewed and approved by the City Attorney's Office. (P&Z) (T&ES)
29. **REVISED BY THE PLANNING COMMISSION:** The applicant shall provide a minimum of 14 bicycle parking spaces on site, four (4) for employee use and ten (10) for visitor use, and ~~two~~ one shower and locker to the satisfaction of the Director of T&ES and P&Z. (P&Z) (T&ES)(PC)
30. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to employees, including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in prominent locations within the building . (P&Z) (T&ES)
31. A Guaranteed Ride Home Program shall be established and promoted as part of the transit marketing efforts. (P&Z) (T&ES)
32. The applicant shall participate in car share program as part of the ridesharing and transit marketing efforts, at no expense to the applicant. These spaces should be in a convenient location for employees and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in the parking lot. [Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.] (P&Z) (T&ES)
33. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the developer. (P&Z) (T&ES)

34. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assignees with whom sale or lease agreements are executed subsequent to the date of this approval. (P&Z)
35. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES and P&Z, provided that any changes are consistent with the goals of the TMP. (P&Z) (T&ES)
36. Any use other than the grocery store as represented in the preliminary plans shall require an updated traffic analysis and Transportation Management Plan.(P&Z)

#### MISCELLANEOUS

37. Show all utility structures on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property All transformers shall be located not to be visible. When such a location is not feasible, such structures shall be located behind the front building line and screened to the satisfaction of the Director of P&Z. (P&Z)
38. The applicant shall submit a final building location survey for the buildings prior to issuance of a certificate of occupancy permit. (P&Z)
39. A temporary informational sign shall be installed by the applicant on the site prior to the approval of the building permit for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions about the project. (P&Z)
40. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
41. Show all existing and proposed easements, both public and private. (T&ES)
42. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

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43. Developer shall provide space on site for adequate recycling containers to serve the proposed grocery and retail buildings. The recycling containers shall be screened from view. (T&ES)
44. All driveway entrances and sidewalks in public ROW or abutting public ROW shall meet City standards. (T&ES)
45. Replace existing curb and gutter, sidewalks, and handicap ramps that are in disrepair or broken. (T&ES)
46. Provide City standard pavement for emergency vehicle easements. (T&ES)
47. Prior to the start of construction, developer shall submit shop drawings to T&ES for approval for the following equipment: traffic signal poles/masts, LED traffic signals, pedestrian signals, backlit street signs, and traffic and pedestrian signage/poles. (T&ES)
48. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
49. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
50. The site is located on marine clay areas as delineated on City map of marine clay areas. Provide geotechnical report including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
51. The plan does not indicate whether or not there are any known soil and groundwater contamination as required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers be encountered at the site, the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality.(T&ES)
52. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.(T&ES)
53. The applicant shall control odors and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation and Environmental Services.(T&ES)

54. A ACertified Land Disturber@ must be named on the Erosion & Sedimentation Control sheets at the pre-construction meeting prior to commencement of activity in accordance with the Virginia Department of Conservation and Recreation guidelines.(T&ES)
55. During the construction phase of this development, the site developer, its contractor, certified land disturber, or owner's other agents shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them and sanitary waste at the construction site and prevent its off site migration that may cause adverse impacts to the neighboring properties or the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be disposed off site properly in accordance with all applicable federal, state and local laws.(T&ES)

#### **STORMWATER**

56. Developer to comply with the peak flow requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)
57. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site. If adequate outfall is not available, developer is to design and build any on or off- site improvements to discharge to an adequate outfall. (T&ES)
58. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require re-submission of all plans that do not meet this standard. (T&ES)
59. The proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
60. The storm water collection system is part of the Cameron Run/Holmes Run watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked to the satisfaction of the Director of T&ES.(T&ES)
61. Provide complete pre and post development drainage maps including topographic information, storm drains, BMP's and either Worksheet A or B.(T&ES)

62. The City's storm water management regulations in terms of water quality are two-fold: phosphorus removal requirements and water quality volume default. Compliance with the phosphorus requirements does not relieve the applicant from the water quality default requirement. The water quality volume from the site's proposed impervious area must be treated in a Best Management Practice storm water facility. Any deviation from this requirement must be addressed through a formal exception letter to the City as discussed in Memorandum to Industry #2002-0001.
63. The proposed plan does not have sufficient information to determine adequacy for compliance with Article XIII of the City's Zoning Ordinance through the use of stream restoration. The applicant shall use one of the following to meet the Water Quality Volume requirements of Article XIII:
- a. Treat WQV using a storm water BMP (e.g., hydrodynamic)
  - b. Use of stream restoration with documentation of equivalent water quality benefits
  - c. A combination of the above
- The methods above will be designed and built to the satisfaction of the Director of Transportation and Environmental Services.(T&ES)
64. Descriptive signage for all surface-installed storm water BMPs (e.g., Bio-Retention Filters, Vegetated Swales, Stream Restoration, etc) is required to be installed to the satisfaction of the Director of T&ES.(T&ES)
65. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.(T&ES)
66. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.(T&ES)
67. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance

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FOXCHASE SHOPPING CENTER

requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.(T&ES)

68. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the City on a digital media. (T&ES)
69. Prior to release of the performance bond, the applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that the existing storm water management facility adjacent to the project and associated conveyance systems were not adversely affected by the construction and that they are functioning as designed and are in a condition similar to prior to construction began. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance performed. (T&ES)
70. **ADDED BY PLANNING COMMISSION:** Prior to issuance of the Certificate of Occupancy for the new construction, the applicant shall remove all trash, litter, and debris from the property line to Holmes Run Stream, to the satisfaction of the Director of T&ES. The applicant shall post "no dumping" signage on the fence to the north and west of the property. If the dumping continues, the applicant shall remove trash, litter, and debris in Holmes Run Park between Holmes Run stream and the length of the fence located at the west of the site on a quarterly basis, to the satisfaction of the Director of T&ES.(PC)
71. **ADDED BY PLANNING COMMISSION:** The proposed grocery store shall be permitted to have storage space for carts adjacent to the entrance of the building. Location and design of the cart corrals shall be to the satisfaction of the Director of P&Z.(PC)
72. **ADDED BY PLANNING COMMISSION:** The 3,272 sq.ft. retail space proposed at the northeast corner of the site shall be provisionally eliminated. One year after issuance of final certificate of occupancy of the grocery store, a new parking study shall be conducted to identify the parking occupancy rate for the center. Based upon the parking study, the applicant shall request a subsequent special use permit for construction of the retail space subject to review and approval by the Planning Commission and City Council. (PC)
73. **ADDED BY PLANNING COMMISSION:** The applicant shall clearly delineate the emergency access drive aisle boundaries along the rear service aisle, and shall delineate the location of the dumpsters.(PC)

CITY DEPARTMENT CODE COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation and Environmental Service:

- F-1 If any additional encroachments are planned for the 50-foot natural intermittent stream buffer or 100-foot Resource Protection Area (RPA) located on the west side of the parcel, then the applicant is required to prepare a Water Quality Impact Assessment in accordance with Article XIII of the City's Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. This information must be submitted prior to the release of the final site plan.
- C-1 An appropriate performance bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C-3 The sewer tap fee must be paid prior to release of the plan, if required.
- C-4 All easements and/or dedications must be recorded prior to release of the plan.
- C-5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C-6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-7 All utilities serving this site to be underground.
- C-8 Provide site lighting plan to meet minimum city standards.
- C-9 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C-10 The applicant must comply with the Article XIII of the City's zoning ordinance, which includes requirements for stormwater pollutant load reductions, treatment of the water quality volume default, and stormwater quantity management.



- C-11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C-12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.

Code Enforcement:

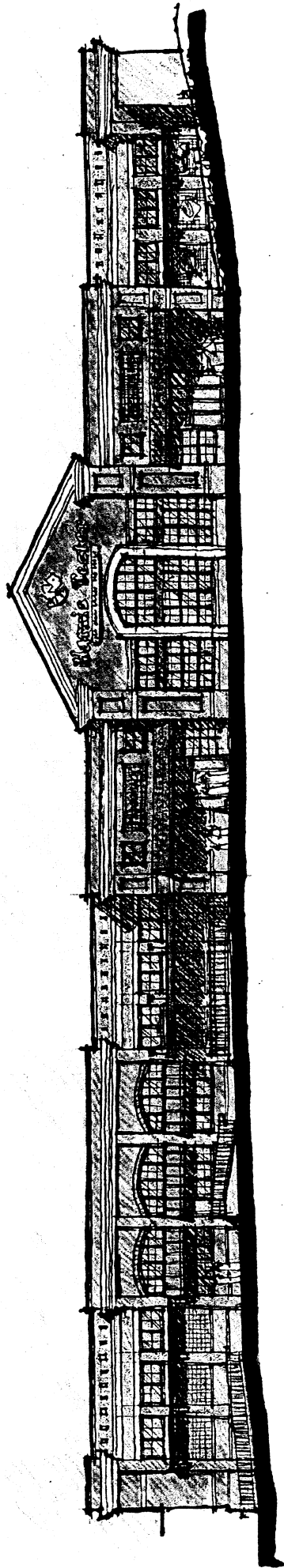
- F-1 Required exits, parking, and facilities shall be accessible for persons with disabilities. Provide ramp slope information for proposed handicap ramp at grocery store. Provide handicap curb cuts for Wachovia Bank by handicap parking. Provide and align handicap curb cuts with handicap parking in parking lot. **Condition not met.**
- C-1 Emergency Vehicle Easements shall maintain a minimum turning radii of 25 feet.
- C-2 Submitted fire flow calculations are insufficient. See attached guidelines for submission. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged, applicant states fire flow will be submitted prior to final site plan.
- C-3 Two siamese connections, one at the front and one at the rear shall be installed to the satisfaction of the Director of Code Enforcement. Locations have been resolved. Condition Met.
- C-4 Additional hydrants shall be installed in the front and rear of the proposed structure to meet the following conditions:
  - Hydrants shall be located within 100 feet of each siamese connection. There is a lack of adequate hydrant coverage on the site. Condition met.
  - Hydrant coverage shall not exceed 300 feet, as measured from the hydrant to the most remote point of vehicle access to the site, via the vehicular travel path. There is a lack of adequate hydrant coverage on the site. Condition not met. Hydrant spacing on the entire site exceeds 300 foot travel distance to the Wachovia Bank building (#4601). Provide additional hydrants.

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- C-5 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition met. Shown as Note 12 on Sheet 1.
- C-6 Alterations to the existing structure must comply with the current edition of the Uniform Statewide Building Code (USBC). Condition met. Shown as Note 12 on Sheet 1.
- C-7 Before a building permit can be issued on any proposed future alterations, a certification is required from the owner or owner=s agent that the building has been inspected by a licensed asbestos inspector for the presence of asbestos (USBC 112.1.4). Condition met. Shown as note 31 on Sheet 1.
- C-8 A soils report must be submitted with the building permit application.
- C-9 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. Amend note 19 on Sheet 1 to show USBC 119.0.
- C-10 This structure contains mixed use groups and is subject to the mixed use and occupancy requirements of USBC 302.3.

Health Department:

- C-1 An Alexandria Health Dept. Permit is required for all regulated facilities.
- C-2 Permits must be obtained prior to operation



1/21/05

Proposed Building Design, Foxchase

35 a

**APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2004-0025**

**PROJECT NAME:** Foxchase Shopping Center

4513-4657 Duke Street (Tenant Addresses)

**PROPERTY LOCATION:** 4513 Duke Street (Per real estate assessments)

**TAX MAP REFERENCE:** 49.03-06-04 **ZONE:** CG

**APPLICANT Name:** Washington Real Estate Investment Trust

**Address:** 6110 Executive Blvd., #800, Rockville, MD 20852-3903

**PROPERTY OWNER Name:** Washington Real Estate Investment Trust

**Address:** 6110 Executive Blvd., #800, Rockville, MD 20852-3903

**SUMMARY OF PROPOSAL:**

Renovation of existing shopping center to include demolition of approximately 64,415 square feet of retail space, new construction of approximately 67,816 square feet of retail space (including 6,450 square feet of new canopy), renovation to facade, reconfiguration of parking lot and addition of freestanding signs.

**MODIFICATIONS REQUESTED:** N/A

**SUP's REQUESTED:** Retail use over 20,000 sq. ft., Transportation Management Plan,  
Parking Reduction, Freestanding Sign.

**THE UNDERSIGNED** hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his knowledge and belief.

Washington Real Estate Investment Trust  
By: M. Catharine Puskar, Agent/Attorney

M. Catharine Puskar  
Signature

**Print Name of Applicant or Agent**  
Walsh, Colucci, Lubeley, Emrich & Terpak, PC  
2200 Clarendon Blvd., 13th Floor

703) 528-4700 703) 525-3197  
Telephone # Fax #

**Mailing/Street Address**

September 30, 2004  
Revised November 22, 2004

Arlington, VA 22201

**City and State** Arlington, VA **Zip Code** 22201

**DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_

Fee Paid & Date: \$ \_\_\_\_\_

Received Plans for Preliminary: \_\_\_\_\_

**ACTION - PLANNING COMMISSION:** \_\_\_\_\_

**ACTION - CITY COUNCIL:** \_\_\_\_\_

Development Special Use Permit with Site Plan (DSUP) # 2004-0025

All applicants must complete this form.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is the (check one):

☒ Owner      ☐ Contract Purchaser

☐ Lessee      ☐ Other: \_\_\_\_\_

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

Publicly traded entity \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

N/A

☐ Yes.      Provide proof of current City business license

☐ No.      The agent shall obtain a business license prior to filing application, if required by the City Code.

## NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.  
(Attach additional sheets if necessary)

Washington Real Estate Investment Trust (WRIT), founded in 1960 and headquartered in Rockville, Maryland, is a publicly traded equity real estate investment trust, whose portfolio consists of apartments, office buildings, shopping centers and industrial properties throughout the Washington-Baltimore region. WRIT owns a number of properties in Alexandria, including Bradlee Shopping Center, Courthouse Square and the 800 block of S. Washington and has made improvements to those properties in the past. WRIT is now proposing to redevelop and renovate the existing Foxchase Shopping Center.

The Applicant requests approval of a development special use permit for a retail use greater than 20,000 sq. ft., a parking reduction special use permit, a transportation management plan and a special use permit for freestanding signs. The Applicant plans to demolish a portion of the existing shopping center, construct a new grocery store and retail space, and renovate the existing facade and parking lot area. The area to be demolished includes the west wing of the shopping center from the West End Dinner Theater (4615 Duke Street) to Gallery Petalouth (4653 Duke Street). The new construction will include an approximately 55,000 square foot Harris-Teeter Grocery Store and two small retail spaces (approximately 2,300 square feet and 3,200 square feet).

In addition to the new construction, WRIT proposes to remove the existing canopy and upgrade the facade of the entire shopping center. Other planned improvements include reconfiguring the parking lot, closing the service drive along Duke Street, providing bus and taxi laybys on Duke Street, as well as providing a number of pedestrian amenities including sidewalks, landscaping, crosswalks, and an improved median on Duke Street. WRIT anticipates commencing construction as soon as possible and looks forward to Harris Teeter opening its new store during the first quarter of 2006.

Development Special Use Permit with Site Plan (DSUP) # 2004-0025

3. How many patrons, clients, pupils and other such users do you expect?  
Specify time period (i.e., day, hour, or shift).

Average number of patrons ranges between a low of 5 patrons per hour during  
a non-peak hour to 345 patrons per hour during a peak hour

4. How many employees, staff and other personnel do you expect?  
Specify time period (i.e. day, hour, or shift).

144 employees during peak hours

62 employees during non-peak hours

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
<u>24 hours a day/7 days a week</u>			
<u></u>		<u></u>	
<u></u>		<u></u>	
<u></u>		<u></u>	

6. Describe any potential noise emanating from the proposed use:

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Noise levels will be in compliance with Alexandria City Code requirements.

- B. How will the noise from patrons be controlled?

N/A

7. Describe any potential odors emanating from the proposed use and plans to control them:

N/A

Development Special Use Permit with Site Plan (DSUP) # 2004-0025

8. Provide information regarding trash and litter generated by the use:

A. What type of trash and garbage will be generated by the use?

Normal type of trash for grocery use (cardboard, paper, food products, etc).

B. How much trash and garbage will be generated by the use?

1 to 2 trash compactor loads per week

C. How often will trash be collected?

Twice a week

D. How will you prevent littering on the property, streets and nearby properties?

Staff will monitor premises and parking lot on a daily basis.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

☐ Yes. ☒ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

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10. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

☒ Yes. ☐ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Standard cleaning supplies

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Development Special Use Permit with Site Plan (DSUP) # 2004-0025

11. What methods are proposed to ensure the safety of residents, employees and patrons?

The interior of the premises is fully monitored at all times. In  
addition, adequate exterior lighting and pavement striping will be  
provided to ensure patron safety.

**ALCOHOL SALES**

12. Will the proposed use include the sale of beer, wine, or mixed drinks?

☒ Yes.      ☐ No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

Harris Teeter will obtain necessary Virginia ABC license for off-premises  
sale of beer and wine.

**PARKING AND ACCESS REQUIREMENTS**

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?  
BZA variance #3065 requires 613 spaces. Current Ordinance requirement based on existing and proposed uses is 703 spaces.

- B. How many parking spaces of each type are provided for the proposed use:

347 Standard spaces

224 Compact spaces

12 Handicapped accessible spaces.

         Other.

**583 Total Spaces Provided.**

Development Special Use Permit with Site Plan (DSUP) # 2004-0025

- C. Where is required parking located? (check one) ☒ on-site ☐ off-site.

If the required parking will be located off-site, where will it be located:

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? Three (3) spaces required for new construction

- B. How many loading spaces are available for the use? three (3)\*

- C. Where are off-street loading facilities located? Behind the building

- D. During what hours of the day do you expect loading/unloading operations to occur?

During non-rush hour periods

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Daily

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access modified as shown on development site plan.

\* Two (2) truck loading spaces and  
One (1) direct store delivery ramp for light loads.

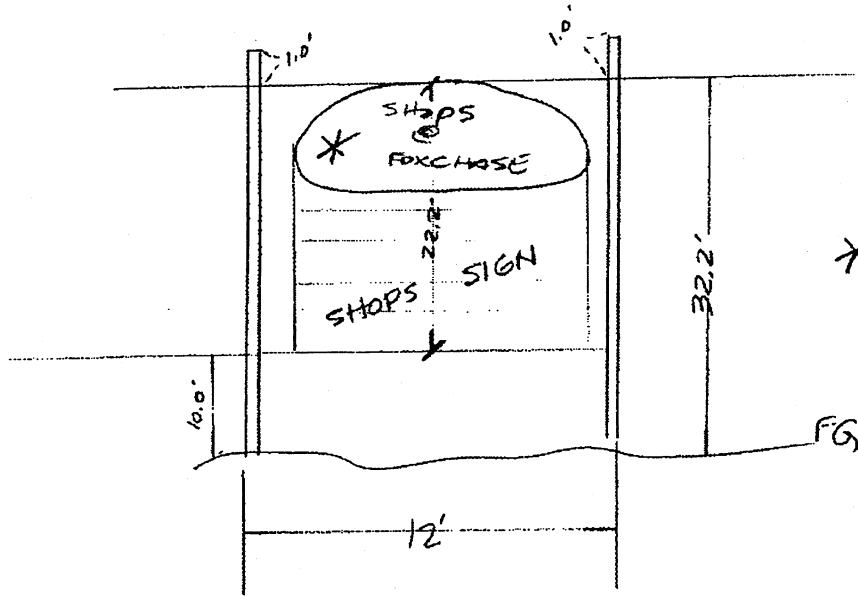
## FREESTANDING SIGN SUPPLEMENTAL APPLICATION

Supplemental information to be filed by applicants requesting special use permit approval of an additional freestanding sign. A plat showing the location of all existing and proposed signs and elevations of all proposed signs must be submitted.

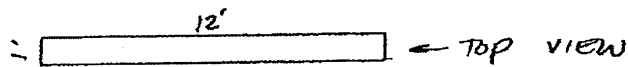
1. How many freestanding signs exist on the property? Four
2. Please provide the size of each existing freestanding sign(s), including, length, width and square footage of the sign face, and the height of the sign above grade:  
Exxon sign, Wachovia sign, Shopping Center tenant identification sign,  
and eastern entrance sign. Please see attached Exhibits.
3. Provide the length of frontage for every street that the subject property touches.  
There is 924.62 feet of frontage along Duke Street and 246.18 feet  
of frontage along N. Jordan Street.
4. How many businesses are located on the property? 29 existing and proposed uses
5. How many signs are proposed? A total of five signs are proposed - removal of  
eastern entrance sign, installment of two new signs, and retention of existing signs.
6. Provide the size of each proposed freestanding sign(s), including, length, width and square  
footage of the sign face, and the height of the sign above grade:  
Please see attached Exhibits
7. How will the sign(s) be illuminated? The existing Exxon, Wachovia, and Shopping  
Center tenant identification signs are internally illuminated. Proposed  
new signs will be illuminated by uplighting.

SHOPS @ FOXCHASE SIGN

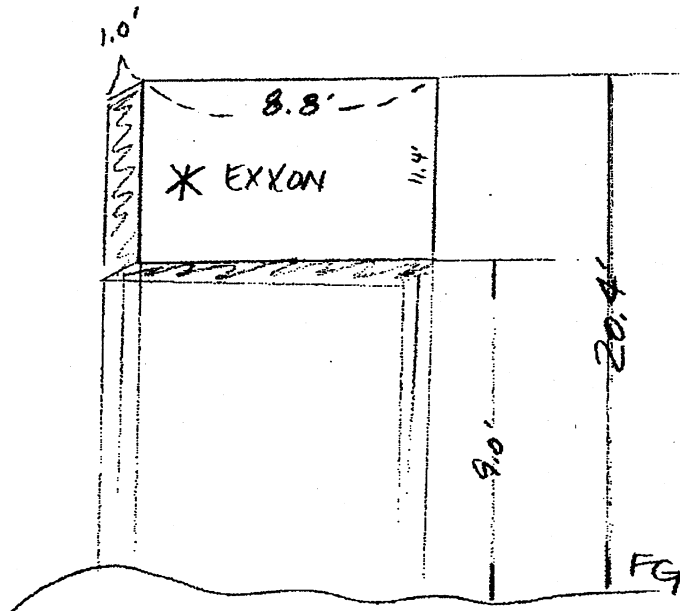
(ALONG DULE ST.)



\* (266.4 SQ. FT. OF SIGN)

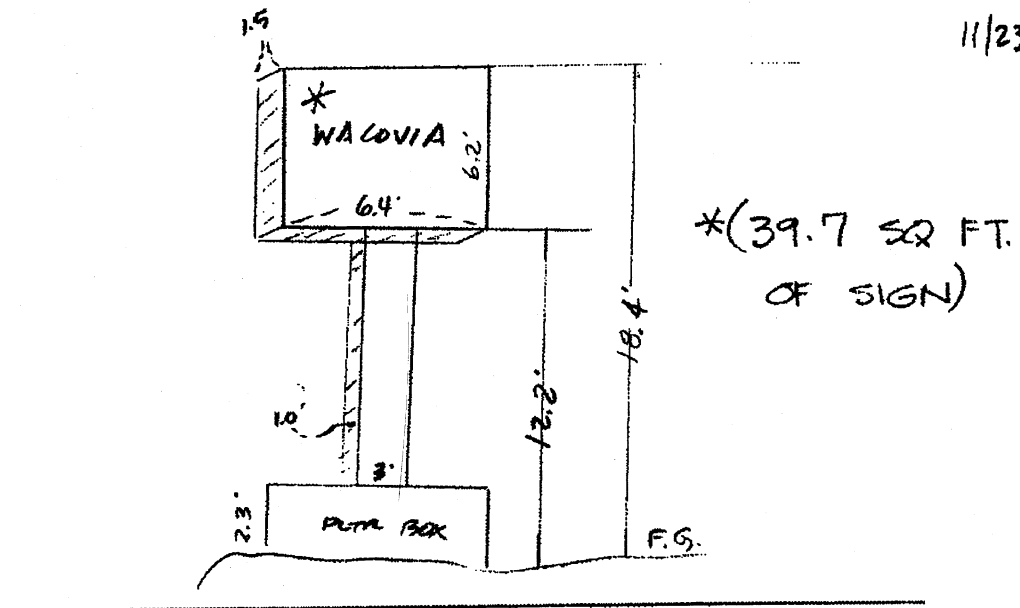


EXXON SIGN

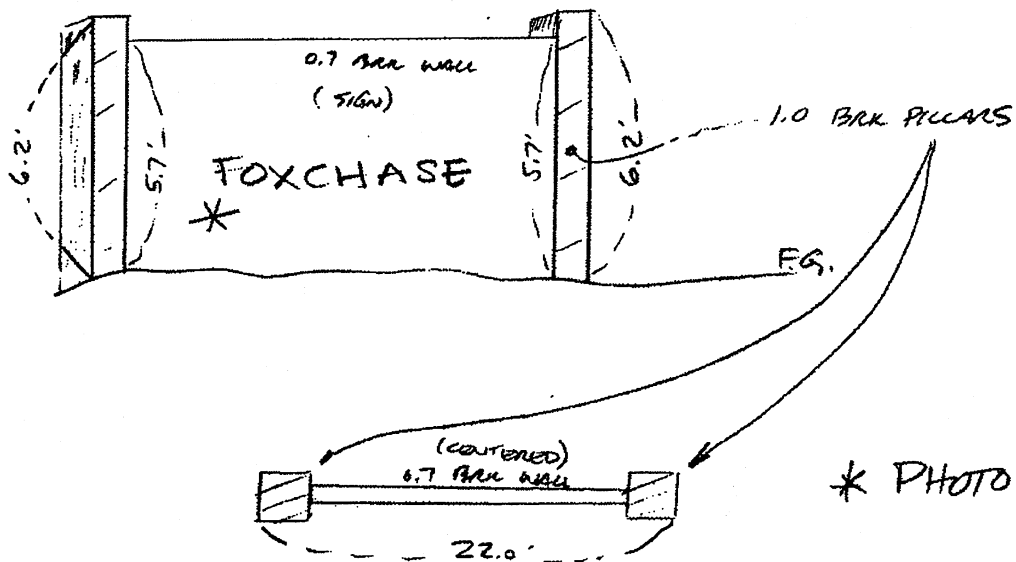


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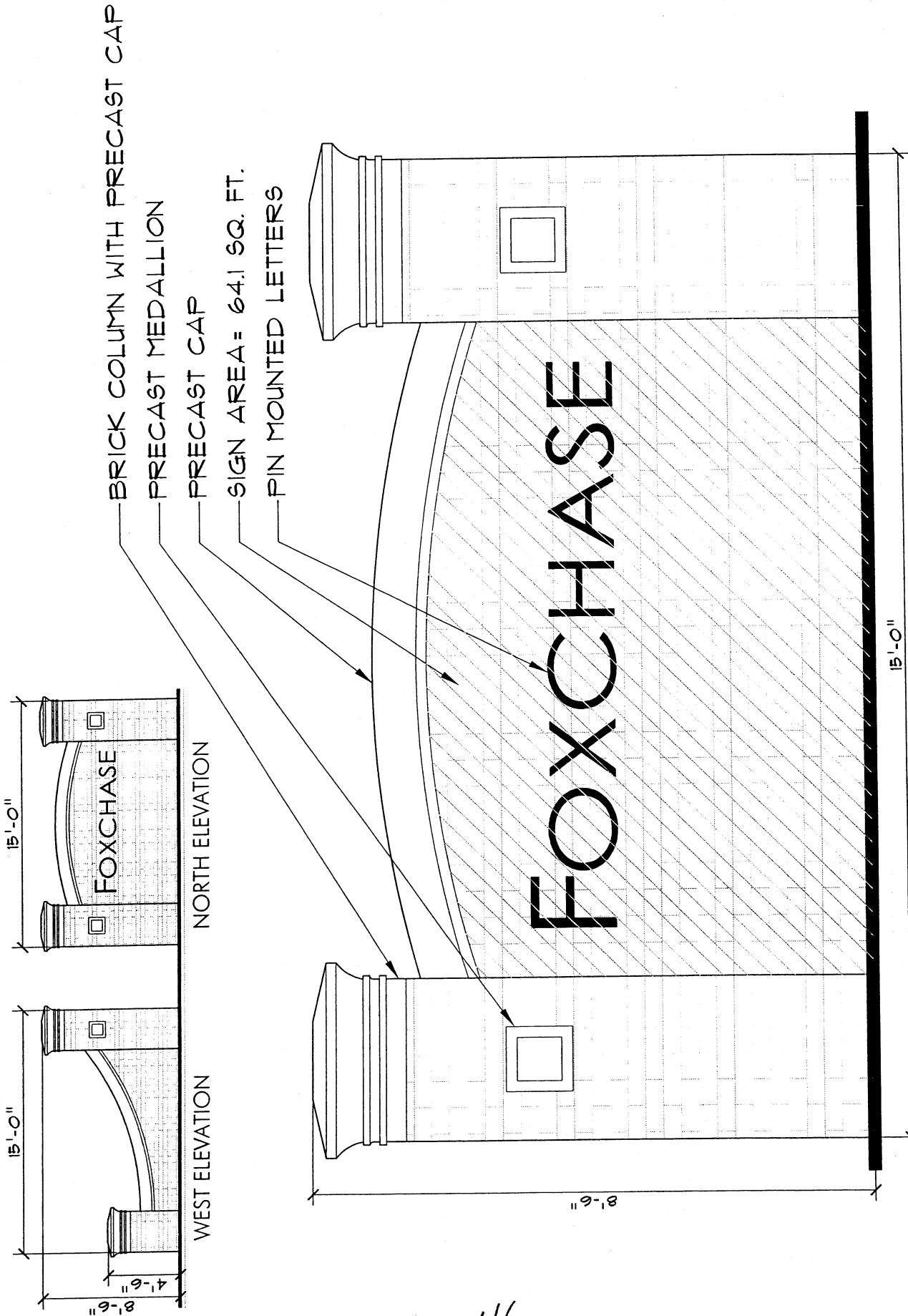
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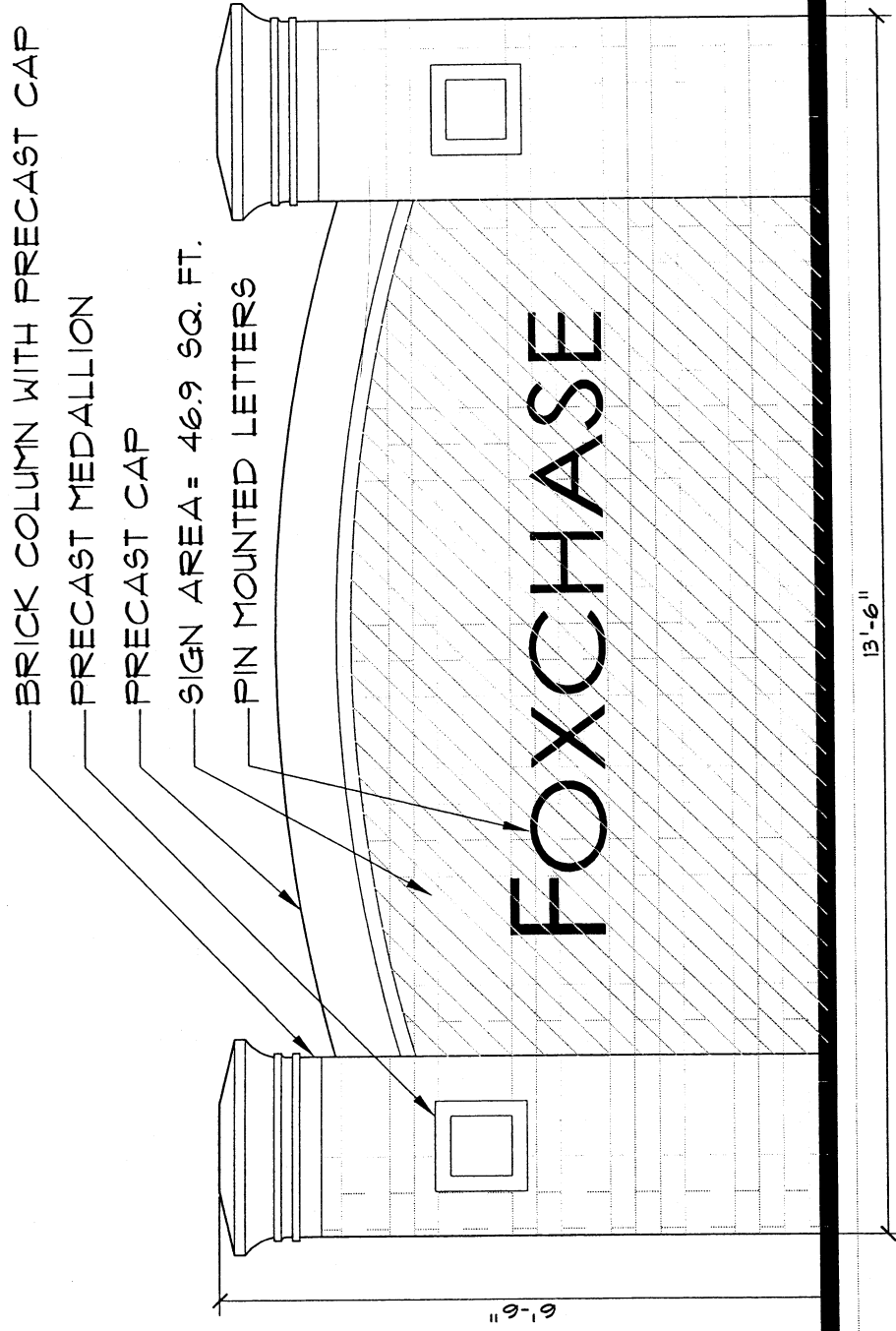
@ JORDAN ST.  
 ENTRANCE



\* PHOTO \*



PROPOSED		ELEVATION
1	WEST ENTRANCE SIGN	
Scale: 1/2" = 1'-0"		



PROPOSED

2 EAST ENTRANCE SIGN

Scale: 1/2" = 1'-0"

ELEVATION

## PARKING REDUCTION SUPPLEMENTAL APPLICATION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

See attached statement of justification and parking study included  
with Traffic Impact Study.

2. Provide a statement of justification for the proposed parking reduction.

See attached statement of justification and parking study included  
with Traffic Impact Study.

3. Why is it not feasible to provide the required parking?

See attached statement of justification

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces? ☒ Yes. ☐ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a Parking Management Plan which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.



## Statement of Justification for Parking Reduction Application

The Applicant is proposing to upgrade and renovate the existing Foxchase Shopping Center to accommodate a new Harris Teeter grocery store, two new retail spaces and façade improvements. As part of the approval process, the Applicant requests that a parking reduction be approved to permit the Applicant to provide 583 parking spaces to serve as shared parking for the entire shopping center. A parking study has been included with the Traffic Impact Study for the proposed project.

The existing shopping center contains 613 parking spaces pursuant to a parking variance approved by the Board of Zoning Appeals in 1982 (BZA #3065). If the parking were calculated for existing individual tenant uses according to the current Zoning Ordinance requirements, a total of 736 parking spaces would be required for the shopping center. (see attached chart). Based on the existing variance, the required parking versus the provided parking represents a parking reduction of 123 spaces.

If the parking were calculated for the proposed individual tenant uses according to the current Zoning Ordinance requirements, 703 parking spaces would be required. (see attached chart). As part of the proposed preliminary site plan, in order to bring the parking lot into compliance with today's standards and tenant requirements relative to drive aisle width, parking space dimensions, and parking field orientation, among others, the parking has being slightly reduced from the existing 613 spaces to 583 spaces or 4 spaces/1,000 square feet of GFA. Given the layout of the existing shopping center and the new parking lot configuration, the amount of parking has been maximized to the greatest extent possible. The proposed parking represents a parking reduction of 120 spaces from the required 703 spaces, which is less than the existing 123 space parking reduction. Based on additional detail provided in the parking study, 583 parking spaces are adequate to serve the shopping center. Given that the parking is adequate, the proposed parking will not have a negative impact on the surrounding neighborhood.

## FOXCHASE SHOPPING CENTER

DSUP0004-0025

## EXHIBIT 1

REQUIRED PARKING FOR EXISTING USES  
BASED ON CURRENT PARKING REQUIREMENTS

UNIT NUMBER	TENANT/USE	ESTIMATED SQUARE FOOTAGE /NUMBER OF SEATS	REQUIRED PARKING
4513	Vacant/Proposed Restaurant	20 seats	5
4515	Rite Aid/Retail	13,809	76
4525	Gallo One Price Clothing/Retail	5,500	30
4527	Paul Stasiewicz, DDS/Dentist	2,550	13
4529	La Casa Restaurant/Restaurant	49 seats	13
4531-33	Zigg's Bar & Grill/Restaurant	225 seats	57
4535	Nail Hurricane/Personal Service	1,100	3
4537	Foxchase Photo Lab/Retail	1,100	7
4539	H&R Block/Personal Service	2,300	6
4541	Jewelry Designers/Retail	1,500	9
4543	New Look Salon/Personal Service	1,295	4
4551	Vacant/Retail	4,425	26
4553	Subway/Restaurant	36 seats	9
4555	Dollar Store/Retail	2,700	16
4557	Baskin Robbins/Restaurant	6 seats	2
4601	Wachovia Bank/Personal Service	2,937	8
4603	Taste of Tokyo/Restaurant	79 seats	20
4605	L.A. Weight Loss Center/Personal Service	1,500	4
4607	Video Palace/Retail	2,432	14
4609	Authentically Amish/Retail	2,584	15
4611	Duke Cleaners/Personal Service	3,000	8
4613	Foxchase Florist/Retail	800	5
4613 B&C	Curves/Health Club	1,989	10
4613D	Paul Gibberman, DDS/Dentist	2,084	11
4613E	Invitations by Natalie/Personal Service	785	2
4615	West End Dinner Theatre/Theater	150 seats	38
4617	Branch Beauty Supply/Retail	1,800	11
4621	Foxchase Cinema/Theater	700 seats	175
4623	West End Laundry/Personal Service	2,425	7
4625	Hour Eyes/Personal Service	4,425	12
4641	Magraders Grocery/Retail	15,625	86
4647	Liquor Store/Retail	3,591	21
4653	Gallery Petalouth/Retail	1,050	7
4657	Exxon	6 Pumps	6
	<b>TOTAL</b>		<b>736</b>

J:\WASHREIT\1255.6 Foxchase\Chart 2 - Required Pkg..doc

FOXCHASE SHOPPING CENTER

EXHIBIT 2

DSUR2004-0025

REQUIRED PARKING FOR PROPOSED USES  
BASED ON CURRENT PARKING REQUIREMENTS

UNIT NUMBER	TENANT/USE	ESTIMATED SQUARE FOOTAGE /NUMBER OF SEATS	REQUIRED PARKING
4513	Vacant/Proposed Restaurant	20 seats	5
4515	Rite Aid/Retail	13,809	76
4525	Gallo One Price Clothing/Retail	5,500	30
4527	Paul Stasiewicz, DDS/Dentist	2,550	13
4529	La Casa Restaurant/Restaurant	49 seats	13
4531-33	Zigg's Bar & Grill/Restaurant	225 seats	57
4535	Nail Hurricane/Personal Service	1,100	3
4537	Foxchase Photo Lab/Retail	1,100	7
4539	H&R Block/Personal Service	2,300	6
4541	Jewelry Designers/Retail	1,500	9
4543	New Look Salon/Personal Service	1,295	4
4551	Vacant/Retail	4,425	26
4553	Subway/Restaurant	36 seats	9
4555	Dollar Store/Retail	2,700	16
4557	Baskin Robbins/Restaurant	6 seats	2
4601	Wachovia Bank/Personal Service	2,937	8
4603	Taste of Tokyo/Restaurant	79 seats	20
4605	L.A. Weight Loss Center/Personal Service	1,500	4
4607	Video Palace/Retail	2,432	14
4609	Authentically Amish/Retail	2,584	15
4611	Duke Cleaners/Personal Service	3,000	8
4613	Foxchase Florist/Retail	800	5
4613 B&C	Curves/Health Club	1,989	10
4613D	Paul Gibberman, DDS/Dentist	2,084	11
4613E	Invitations by Natalie/Personal Service	785	2
4657	Exxon	6 pumps	6
	Proposed Vacant/Retail	3272	19
	Proposed Grocery Store/Retail	55,719	291
	Proposed Vacant/Retail	2,375	14
	<b>TOTAL</b>		<b>703</b>



Natalie Burch  
01/31/2005 04:36 PM

To: Kendra Jacobs/Alex@Alex, Jeffrey Farner/Alex@Alex, Hal Phipps/Alex@Alex  
cc: Richard Josephson/Alex@ALEX  
Subject: Fw: Foxchase Shopping Center Redevelopment

From Joe Bennett - for public hearing.

Natalie D. Burch  
natalie.burch@alexandriava.gov

----- Forwarded by Natalie Burch/Alex on 01/31/2005 04:34 PM -----



J Bennett  
<jb900@yahoo.com>  
01/31/2005 04:20 PM

*PC Docket Item # 8A+B  
DSUP # 2004-0025  
SUP # 2004-0097*

To "H. Stewart Dunn, Jr." <hsdunn@ipbtax.com>, Donna Fossum <fossum@rand.org>, Jesse Jennings <jssjennings@aol.com>, John Komoroske <komorosj@nasd.com>, Richard Leibach <richleibach@aol.com>, "J. Lawrence Robinson" <jlr@cpma.com>, Eric Wagner <erwagner@comcast.net>  
cc Eileen Fogarty <eileen.fogarty@ci.alexandria.va.us>, Bill Euille <alexvamayor@aol.com>, Ludwig Gaines <councilmangaines@aol.com>, Rob Krupicka <rob@krupicka.com>, Andrew Macdonald <macdonaldcouncil@msn.com>, Del Pepper <delpepper@aol.com>, Paul Smedberg <smedbergpc@aol.com>, Joyce Woodson <council@joycewoodson.net>  
Subject Foxchase Shopping Center Redevelopment

To: Alexandria Planning Commission  
Re: Foxchase Shopping Center Redevelopment

We support this proposal and believe a redeveloped shopping center will enhance our neighborhood and become a more popular destination. On balance, we see it as a net positive, realizing that some neighbors are dependent on some Foxchase tenants that will move or have moved. Some of these tenants have a popularity Citywide.

We are however very much concerned about two aspects of the proposal, parking and traffic. These aspects are related and merge to become the parking/traffic issue. We believe the prudent course of action is to defer action on this proposal until it is addressed adequately and resolved satisfactorily. Please consider that:

- The traffic study asserts that there will be a reduction in the amount of traffic the redeveloped center will generate, and thus fewer cars needing parking. We find this conclusion erroneous in that the primary reason for redeveloping the center is to attract tenants that will generate more business and attract more customers, and in turn justify the higher lease rates the applicant will charge.
- Some of the shopping centers cited for comparison to justify the parking ratio are not comparable, and some that are more comparable were not selected for comparison.
- The rear parking "area" accounts for 25 percent of the total parking, the total amount being 20 percent less than required by zoning. This back area (really more similar to a back alley) is not conducive for parking, customers or employees.

- \* only entrance is from Jordan
- \* traffic flow is one way
- \* no connection between front and rear parking areas; one has to exit the center to drive between front and back
- \* parking shares area with dumpsters and delivery trucks
- \* numerous speed bumps
- \* very pedestrian unfriendly
- \* intimidating for personal security

We recommend that you defer action until staff obtains and analyzes more reliable data related to traffic generation in/out of the center, staff considers more appropriate parking comparisons, and the issues related to the back alley area are resolved.

We plan to speak at the public hearing.

Joseph S. Bennett, President  
Cameron Station Civic Association, Inc



"jon sargeant"  
<jsargeant@comcast.net>  
t>

01/31/2005 09:03 PM

To: <pccomments@alexandriava.gov>  
cc:  
Subject: Planning Commission Comments

PC Docket Item #8A-B  
DSUP #2004-0025  
SUP #2004-0097

Good Evening,

I would just like to take a moment to offer my support of the plans and my plea for your approval for the renovation/improvement of the Fox Chase Shopping Center. I am a resident of the "West End" (3 yrs) and a lifetime resident of the City of Alexandria. In talking with friends and neighbors I think the change is a welcome one. To have a grocery store and other retail shops and restaurants right in the neighborhood would be tremendous. The center as it is now is less than desirable and is underutilized due to the nature of the businesses that are currently in place.

From the information I have heard about the pending changes I believe the changes would perk up the life here on the West End. The removal of the service road and the placement of safe crosswalks and landscaping coupled with the architectural upgrade is a much needed change.

I appreciate your time and consideration, and look forward to shopping at the new neighborhood shopping center soon.

Kathleen Sargeant  
800 N. Pryor Street  
Alexandria, VA 22304

PS – perhaps it would even eliminate some congestion at Bradlee

February 1, 2005



A NEW COMMUNITY IN AN OLD TOWN.  
ALEXANDRIA.

City of Alexandria  
Department of Planning and Zoning  
P.O. Box 178  
Alexandria, VA 22313

To Whom It May Concern:

Please consider this as a letter of support for docket number 8-A, Special Use Permit #2004-0025, Foxchase Shopping Center.

The Cameron Station Board of Directors has voted unanimously to support the redevelopment of Foxchase Shopping Center, however, we would like to express concern for the residents who are more affected by this redevelopment, residents of the Foxchase community. We trust that the City is considering the concerns expressed by those residents and ensuring that their needs continue to be met.

We look forward to working with this developer and the City in anyway we can to ensure the redevelopment meets the needs of all of the diverse citizens on the west end of Alexandria.

Sincerely,

Victoria R. Hebert  
President, Cameron Station Community Association

**Brookville-Seminary Valley Civic Association  
Alexandria, VA**

February 1, 2005

Alexandria Planning Commission  
Department of Planning and Zoning  
City Hall, Room 2100  
301 King Street  
Alexandria, VA 22314

*PC Docket Item # BAP  
DSUP 2004-0025  
SUP 2004-0097*

Re: Comments of the BSVCA Regarding DSUP #2004-0025 and SUP #2004-0097

Dear Planning Commission Members:

On behalf of the Brookville-Seminary Valley Civic Association ("BSVCA"), we wish to submit comments regarding the Development Special Use Permit ("DSUP") and Special Use Permit ("SUP") applications (collectively, the "Applications") that have been submitted by the Washington Real Estate Investment Trust ("WRIT") relating to the proposed redevelopment of the Foxchase Shopping Center and that are now being considered by the Alexandria Planning Commission (the "Commission"). As discussed below, the BSVCA recommends that the Commission approve the Applications subject to the imposition of all of the conditions recommended by the Staff in its well-written report on the proposed redevelopment (the "Staff Report") and the additional requirement that WRIT be compelled to work with the Staff and the community in developing the Parking Management Plan that will be submitted to the appropriate City Departments (e.g., P&Z and T&ES).

To begin with, it may be useful to provide the Commission with some background information on the BSVCA. The BSVCA is an association comprised of members from several hundred households in the West End of the City. In the Brookville and Seminary Valley areas that we represent, there is a mix of single-family homes, townhouses, and rental units. Given the close proximity of the Foxchase Shopping Center to the geographic area that our association encompasses, the proposed redevelopment is very important to the BSVCA's members.

Generally, the BSVCA is supportive of the proposed redevelopment. The planned construction of a Harris Teeter grocery store carries great potential to help stimulate the economic rejuvenation at the Shopping Center, and the proposed modifications to be made to the perimeter and entrance to the Holmes Run Park and to the streetscape and sidewalks along Duke Street and Jordan Street would represent significant improvements over the existing conditions.

However, the proposed redevelopment could present numerous challenges to certain segments of the surrounding community. For example, the replacement of the Magraders grocery store and the removal of a laundromat could have an adverse impact on some of the members of the community. The potential also exists that there could be worsened traffic and parking problems if the redevelopment is not executed in a careful manner.



Fortunately, the Staff has carefully considered many of the opportunities and challenges, and it has come up with a number of creative and innovative solutions. For example, in recognition that the proposed redevelopment may have some negative impacts on the economically disadvantaged members of the Community, the Staff has proposed that WRIT contribute \$1.00 per gross square foot of new building area to the City's Housing Trust Fund. *See Staff Report* at p. 25. The BSVCA is strongly supportive of this recommendation that serves to promote the City's Affordable Housing Policy.

In fact, the BSVCA supports all of the proposed conditions recommended by the Staff relating to the site plan, building design, pedestrian circulation, streetscape, landscaping, housing, and transportation management. *See Staff Report* at pp. 20-31. Accordingly, we recommend that the Commission impose these conditions when granting approval of the Applications.

In addition, the BSVCA respectfully requests that the Commission require that WRIT work with the Staff and the community in developing the Parking Management Plan before submitting that plan for final approval to the appropriate City Departments (e.g., P&Z and T&ES). The BSVCA is making this request, because it has considerable concerns as to the feasibility of the proposal made by WRIT that 140 parking spaces could be created and utilized behind the Shopping Center. Currently, the area behind the Shopping Center is cluttered by dumpsters and delivery trucks, is not pedestrian-friendly, and seems potentially dangerous from a personal security perspective (especially at night). In light of these conditions, and given that about 60 percent of the businesses at the Shopping Center are expected to remain (*i.e.*, will not have their spaces reconfigured), it is difficult to conceive that WRIT's proposal is viable. In fact, the Staff also has questioned the location and accessibility of these potential spaces, but inexplicably, the Staff seems to take it on faith that it will somehow be possible for WRIT to execute this proposal. *See Staff Report* at 14-15. We are not as optimistic, and for this reason, we feel that it is imperative that community groups, such as the BSVCA, have the opportunity to work with Staff and WRIT in developing the Parking Management Plan.

In summary, the BSVCA generally supports the proposed redevelopment of the Foxchase Shopping Center. As such, the BSVCA recommends that the Commission approve the Applications subject to the imposition of all of the conditions recommended in the *Staff Report* and the additional requirement that WRIT be compelled to work with the Staff and the community in developing the Parking Management Plan that will be submitted to the appropriate City Departments (e.g., P&Z and T&ES).

Sincerely,

Kathleen M. Burns  
President, Brookville-Seminary Valley Civic Association



"MaryEllen File,  
Administration"  
<mfile@aft.org>

02/01/2005 10:03 AM

To: <pccomments@alexandriava.gov>  
cc:  
Subject: Fox Chase

PC Docket Item # 8-A-E  
DSUP # 2004-0225  
SUP # 2004-0297

This is to let you know what a wonderful improvement renovating and updating Fox Chase Shopping Center would be.

It's dated and cumbersome to get around and I think a facelift and renovation would give Alexandria a nice boost.

We can surely do better than having a smut theatre on Duke Street.

Thanks for your consideration and I hope we go forward with this improvement.

Mary Ellen File  
213 Adams Avenue  
Alexandria, VA 22301

**PnZFeedback**

02/07/2005 11:43 AM

To: Lucia de Cordre/Alex@Alex  
cc: Penny Frazier/Alex@Alex, Kendra Jacobs/Alex@Alex, Hal Phipps/Alex@Alex  
Subject: Fw: Foxchase Redevelopment -- Comment from Cameron Station Residents

----- Forwarded by PnZFeedback/Alex on 02/07/2005 11:43 AM -----



**Michael O'Brien**  
<mconyc@yahoo.com>

02/01/2005 11:43 AM

To: <pnzfeedback@alexandriava.gov>  
cc:  
Subject: Foxchase Redevelopment -- Comment from Cameron Station Residents

Dear Planning Commission Members:

My wife and I live in Cameron Station and are very interested in the proposed Harris Teeter store and Foxchase redevelopment, but will not be able to attend the meeting tonight when it will be considered, and so we are sending this message.

Overall, we are very excited about the Harris Teeter store coming to Foxchase. The Foxchase/Landmark area does not have a first-class supermarket, and the store will be welcome addition to the area. From the docket information available on the Planning Commission website, it appears as though Planning Commission staff has done a commendable job obtaining aesthetic improvements to the original plan submitted by the developer.

We understand, however, that there is some concern about parking, and specifically whether there are enough spaces in the plan. We believe that the Commission should follow the staff's recommendation for parking. Harris Teeter, no doubt, wants a successful store, and inadequate parking would be an impediment to that. If Harris Teeter as a company is satisfied with the planned parking and Commission staff is satisfied, there is little reason to hold up approval of the plan because of second-guessing by local residents, however well intentioned. It would be a shame to slow down this much needed redevelopment unnecessarily.

Thank you,

Michael (and Karen) O'Brien  
361 Cameron Station Blvd.  
Alexandria, Virginia 22304

---

Do you Yahoo!?

Take Yahoo! Mail with you! Get it on your mobile phone.  
<http://mobile.yahoo.com/mailedemo>

Docket Item 8 & 9  
DSUP 2004-0025  
SUP 2004-0097

Applicant's Proposed Changes to Staff Conditions  
WRIT-Foxchase Shopping Center

1. As part of the Transportation Management Plan, the applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the parking by the employees and patrons to the satisfaction of the Directors of P&Z and T&ES, and in consultation with the adjoining residents. At a minimum, the plan shall include the following:
  - e. ~~Consistent with condition #29, the~~ The applicant shall provide parking for construction workers without charge to the construction workers.
  - f. ~~Consistent with condition #29, the~~ applicant shall provide secure bicycle storage for employees and patrons.
  - g. ~~The~~ applicant shall provide attended valet parking and a tandem parking option for employee parking in the rear of the shopping center.
  - i. ~~The~~ applicant shall provide security measures for the parking areas located in the rear portion of the shopping center to encourage use of the spaces. Security measures shall include; but not be limited to security patrol, cameras, panic phones, and appropriate lighting.
  - j. ~~The~~ compact parking spaces proposed in the eastern portion of the parking lot shall be increased to 8.5 ft., where designated on the exhibit dated February 9, 2005.
5. ~~Upon expiration of the existing Wachovia Bank lease on December 31, 2010 the~~ The developer shall eliminate the proposed exit curb cut onto Duke Street immediately west of the Wachovia Bank. (T&ES)
19. ~~All final landscape plans shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plans shall include all planting areas and the level of landscaping depicted on the preliminary landscape plan and also provide:~~
  - f. ~~The~~ applicant shall provide landscape planters and benches landscaping in the retail area which has been provisionally eliminated pending the parking study outlined in condition #72. area previously proposed to be occupied by the 3,272 sq. ft. retail area. The landscaping within the seven-eliminated landscape islands shall be located elsewhere on the site if feasible, or in Holmes Run Park.
71. ~~The proposed grocery store shall be permitted to have storage space for carts adjacent to the entrance exterior of the building. Location and design of the cart corrals shall be to the satisfaction of the Director of P&Z. (PC)~~

8 ÷ 9  
2-12-05



<pdclkg@msn.com>

02/11/2005 06:19 PM

Please respond to  
<pdclkg@msn.com>

To <alexvamayor@aol.com>, <delpepper@aol.com>,  
<council@joycewoodson.net>, <councilmangaines@aol.com>,  
<council@krupicka.com>, <macdonaldcouncil@msn.com>,

cc

bcc

Subject City of Alexandria Website Contact Us - EMail for Mayor,  
Vice-Mayor and Council Members (alexvamayor@aol.com,  
delpepper@aol.com, council@joycewoodson.net,  
councilmangaines@aol.com, council@krupicka.com,  
macdonaldcouncil@msn.com, paulcsmedberg@aol.com,  
rose.boyd@ci.alexandria.va.us,  
jackie.henderson@ci.alexandria.va.us,  
tom.raycroft@ci.alexandria.va.us)

**City of Alexandria Website Contact Us - EMail for Mayor,  
Vice-Mayor and Council Members (alexvamayor@aol.com,  
delpepper@aol.com, council@joycewoodson.net,  
councilmangaines@aol.com, council@krupicka.com,  
macdonaldcouncil@msn.com, paulcsmedberg@aol.com,  
rose.boyd@ci.alexandria.va.us,  
jackie.henderson@ci.alexandria.va.us,  
tom.raycroft@ci.alexandria.va.us)**

Time: [Fri Feb 11, 2005 18:19:16] IP Address: [64.0.105.114]

Response requested: []

First Name: Larry  
Last Name: Grossman  
Street Address: 1123 Powhatan Street  
City: Alexandria  
State: va  
Zip: 22314  
Phone: 703-549-9064  
Email Address: pdclkg@msn.com

Here are the main points I plan to make on behalf  
of Bike/Walk Alexandria for DSUP#2003-0032  
SAF building and for DSUP # 2004-00025  
Foxchase.

Society of American Florists

Amend Condition 8 (h) to read "The applicant  
shall provide bicycle racks for retail patrons and  
for visitors the location and design of which will be

worked out by the applicant and staff in consultation with parties representing bicycle interests."

Amend Condition 12 (e) to read " The applicant shall provide bicycle racks to accommodate a minimum of eight (8) bicycles for site employees and visitors and shall provide additional racks as needed and three (3) visitor spaces to be located within the garage to the satisfaction of the Director of T&ES.

Foxchase Proposal for Harris Teeter Grocery Store

Amend Condition 13 (a) Provide a 10 foot wide concrete path marked for separate pedestrian and bicycle use with a 13 foot landscape strip between the sidewalk and curb on Duke Street.

Add condition #13 i. - With the consent of the owners and residents of Foxchase Apartments and the City provide a means and facilities to accommodate convenient pedestrian ingress and egress from abutting residential/park areas to the shopping center with appropriate lighting.

**Comments:**

Amend Condition #29 to read " The applicant shall provide a minimum of 14 bicycle racks on site and additional racks as needed. four (4) for employee use and ten (10) for visitor use, and one shower and locker to the satisfaction of the Director of T&ES and P&Z.

Add Condition 19 (p) to read " Redesign entrance to Holmes Run Parkway Bike Path such as to accommodate a convenient curved or radial transition into the park from the bikeway along the converted service road".

Maintain recommendation for an additional seven landscaped areas as originally recommended by staff and as deleted by the Planning Commission.

Designate the West End of Duke Street as a utility undergrounding district - add the cost of undergrounding as a Capital Budget Project - create a Special Assessment District or Tax Increment District within the Shopping Center and use the proceeds to finance the bonds for the undergrounding.

Waiting 10 years for possible undergrounding of the poles and wires fronting Duke Street is too long. This is a major streetscape project with 900 feet of frontage comparable to the City's Main

Library where all the utilities were placed underground. This area should be developed as the same high standard and the City should figure out an equitable cost sharing that does not burden the developer with high up front costs. The City can do this for far less money than a private developer. The property owner would contribute to the betterment gradually over time to offset the public cost.

8 8 9  
2-12-05

**BROOKVILLE-SEMINARY VALLEY CIVIC ASSOCIATION  
ALEXANDRIA, VIRGINIA**

February 11, 2005

Mayor William D. Euille and City Council Members  
City Hall  
301 King Street  
Alexandria, VA 22314

Re: Comments of the BSVCA Regarding DSUP #2004-0025 and SUP #2004-0097

Dear Mayor Euille and City Council Members:

On behalf of the Brookville-Seminary Valley Civic Association ("BSVCA" or the "Association"), we wish to submit comments regarding the Development Special Use Permit ("DSUP") and Special Use Permit ("SUP") applications (collectively, the "Applications") that have been submitted by the Washington Real Estate Investment Trust ("WRIT") relating to the proposed redevelopment of the Foxchase Shopping Center and that are now being considered by the Alexandria Planning Commission (the "Commission"). As discussed below, the BSVCA recommends that the City Council (the "Council") approve the Applications subject to the imposition of all of the conditions recommended by the Staff, as amended by the Planning Commission at its hearing on February 1, 2005 (the "Conditions"), and certain additional conditions relating to parking.

**I. Background on the BSVCA and Its Interest in the Redevelopment**

To begin with, it may be useful to provide you with some background information on the BSVCA. The BSVCA is an association comprised of members from several hundred households in the West End of the City. In the Brookville and Seminary Valley areas that we represent, there is a mix of single-family homes, townhouses, and rental units. Given the close proximity of the Foxchase Shopping Center to the geographic area that our association encompasses, the proposed redevelopment is very important to the BSVCA's members.

**II. The BSVCA Generally Supports the Redevelopment**

Generally, the BSVCA is supportive of the proposed redevelopment. The planned construction of a Harris Teeter grocery store carries great potential to help stimulate the economic rejuvenation of the Shopping Center, and the proposed modifications to be made to the perimeter and entrance to the Holmes Run Park and to the streetscape and sidewalks along Duke Street and Jordan Street would represent significant improvements over the existing conditions.

**III. The BSVCA Urges the Council to Impose All of the Recommended Conditions**

While there are a number of challenges associated with the proposed redevelopment, the BSVCA believes that many of these challenges can properly be addressed by the numerous



Conditions that the Commission attached to its approval of the Applications. These Conditions are set forth on pages 20-35 of the amended Staff Report (the "*Staff Report*") that has been presented to the Council. Accordingly, the BSVCA urges the Council to impose all of the Conditions set forth in the Staff Report if the Council determines to grant the Applications, and we urge the Council not to eliminate or water down any of these Conditions. In fact, as discussed below, we recommend that the Council modify Condition 72 in a way that is advantageous to the City and the Community.

#### **IV. The BSVCA Recommends that the Council Impose Additional Parking Conditions**

The BSVCA also recommends that the Council impose certain additional conditions relating to parking. In the comments and testimony that we provided to the Commission, we expressed concern about the proposed parking scheme. In particular, we questioned the viability of the proposal by WRIT that 140 parking spaces could be created and utilized behind the Shopping Center (the "Rear Parking Area"), and that all of the employees at the Shopping Center could be compelled to utilize the Rear Parking Area to the extent that they elected to drive to work in lieu of taking mass transit. We noted that, currently, the area behind the Shopping Center is cluttered by dumpsters and delivery trucks, is not pedestrian-friendly, and seems potentially dangerous from a personal security perspective (especially at night).

We were pleased that the Commission took note of our concerns and imposed several additional conditions relating to the Rear Parking Area. For example, Condition 1.i was created to require that WRIT provide additional security measures to include, *inter alia*, security patrol, panic phones, and appropriate lighting. See *Staff Report* at 20. As stated above, the BSVCA urges that the Council impose these and all other Conditions recommended by the Commission.

We still have some concerns relating to the Rear Parking Area. To begin with, we question how mandatory employee parking in the Rear Parking Area can be effectively enforced. We believe that one possible solution would be to impose a new condition that would authorize the Transportation Management Plan Coordinator (the "TMP Coordinator") to issue citations to employees who fail to adhere to this parking requirement.

We also are concerned as to whether the Parking Management Plan will be developed and implemented in such a way as to ensure that adequate safety measures are enacted. Accordingly, we respectfully request that the Council impose an additional condition that WRIT be compelled to work with the Staff and the community in developing and implementing the Parking Management Plan.

At a meeting that was held on February 9, 2005, which involved WRIT, the Staff, and members of the Community, we also were concerned that a recent parking study done at WRIT's request indicated that the parking capacity utilization at the Bradlee Shopping Center exceeded 90 percent for a significant period of time. We were told at the meeting that this rate was

deemed to constitute effective full parking capacity utilization by Wells & Associates, the consultant that WRIT had conduct the parking study. It was disconcerting to learn of this fact, because the Bradlee Shopping Center is somewhat analogous in size and configuration to the Foxchase Shopping. Moreover, as many Commission members stated at its hearing, the parking at the Bradlee Shopping Center is widely recognized as being terribly deficient and ill-conceived.

The BSVCA does not want to see the errors of the Bradlee Shopping Center replicated at the Foxchase Shopping Center. As such, we urge the Council to adopt two additional revised or new conditions that we understand are being proposed by the Cameron Station Civic Association (the "CSCA"). These conditions are as follows.

(1) Proposed Condition 72 should be amended to read:

Two years after Harris Teeter opens for business or the Center is fully occupied with tenants, whichever is sooner, a new parking study be conducted to identify the parking utilization rate. The applicant may then request an SUP for construction of the 3,272 sq. ft. of retail space proposed just north of Harris Teeter, subject to review and approval of the Planning Commission and City Council.

(2) A new condition shall be added to read:

Before each new lease is signed for the retail spaces north and east of the new construction, a new parking study shall be conducted to identify the effect the new tenant would have on the parking utilization rate. At the point the utilization rate is expected to exceed 3.6 spaces per thousand sq. ft. during peak hours of usage, the applicant must request review and approval of the Planning Commission and City Council.

These proposed conditions would do much to ensure that the City and the community will have adequate ability to monitor the parking situation at the Foxchase Shopping Center as it is redeveloped and make any necessary corrections or modifications.

We also feel that some parking concerns may be alleviated if pedestrian access to the Foxchase Shopping Center is improved. Towards this end, it is our understanding that Elizabeth Wright of the Wakefield-Tarleton Civic Association has proposed, or will be proposing, a new condition that will mandate that an attractive and safe pedestrian entrance be created in the back area of the Foxchase Shopping Center. This entrance would enable pedestrians and cyclists to enter the Foxchase Shopping Center via the back rather than having to go all around the perimeter to the front of the complex. Thus, this entrance may encourage some nearby residents to walk, bike, or push strollers to the Shopping Center, and this would lead to less parking demand. As such, provided that adequate security measures could be established relating to this entrance, we support this proposed new condition.

Mayor William D. Euille and City Council Members  
February 11, 2005  
Page 4

**V. Concluding Remarks**

In summary, the BSVCA generally supports the proposed redevelopment of the Foxchase Shopping Center. As such, the BSVCA recommends that the Council approve the Applications subject to the imposition of all of the Conditions recommended by the Commission and the imposition of the additional parking conditions discussed above.

Respectfully submitted,

*Kathleen Burns*

*for* The Executive Board of the Brookville-Seminary Valley Civic Association\*

\* The Executive Board of the Brookville-Seminary Valley Civic Association includes the following individuals: Kathleen Burns (President), Judy Cooper (First Vice President), Geoffrey M. Goodale (Second Vice President), Vera de Paulis (Secretary), Michael Hicks (Treasurer), Carol James (Parliamentarian), Jason Jenkins (Past President), Bea Marx (Member), Scott Hendley (Member), Donna Williams (Member), and Randy Krause (Member)

Revised

849  
2-12-05

**BROOKVILLE-SEMINARY VALLEY CIVIC ASSOCIATION  
ALEXANDRIA, VIRGINIA**

February 11, 2005

Mayor William D. Euille and City Council Members  
City Hall  
301 King Street  
Alexandria, VA 22314

Re: Comments of the BSVCA Regarding DSUP #2004-0025 and SUP #2004-0097

Dear Mayor Euille and City Council Members:

On behalf of the Brookville-Seminary Valley Civic Association ("BSVCA" or the "Association"), we wish to submit comments regarding the Development Special Use Permit ("DSUP") and Special Use Permit ("SUP") applications (collectively, the "Applications") that have been submitted by the Washington Real Estate Investment Trust ("WRIT") relating to the proposed redevelopment of the Foxchase Shopping Center and that are now being considered by the Alexandria Planning Commission (the "Commission"). As discussed below, the BSVCA recommends that the City Council (the "Council") approve the Applications subject to the imposition of all of the conditions recommended by the Staff, as amended by the Planning Commission at its hearing on February 1, 2005 (the "Conditions"), and certain additional conditions relating to parking.

**I. Background on the BSVCA and Its Interest in the Redevelopment**

To begin with, it may be useful to provide you with some background information on the BSVCA. The BSVCA is an association comprised of members from several hundred households in the West End of the City. In the Brookville and Seminary Valley areas that we represent, there is a mix of single-family homes, townhouses, and rental units. Given the close proximity of the Foxchase Shopping Center to the geographic area that our association encompasses, the proposed redevelopment is very important to the BSVCA's members.

**II. The BSVCA Generally Supports the Redevelopment**

Generally, the BSVCA is supportive of the proposed redevelopment. The planned construction of a Harris Teeter grocery store carries great potential to help stimulate the economic rejuvenation of the Shopping Center, and the proposed modifications to be made to the perimeter and entrance to the Holmes Run Park and to the streetscape and sidewalks along Duke Street and Jordan Street would represent significant improvements over the existing conditions.

**III. The BSVCA Urges the Council to Impose All of the Recommended Conditions**

While there are a number of challenges associated with the proposed redevelopment, the BSVCA believes that many of these challenges can properly be addressed by the numerous

Conditions that the Commission attached to its approval of the Applications. These Conditions are set forth on pages 20-35 of the amended Staff Report (the "*Staff Report*") that has been presented to the Council. Accordingly, the BSVCA urges the Council to impose all of the Conditions set forth in the Staff Report if the Council determines to grant the Applications, and we urge the Council not to eliminate or water down any of these Conditions. In fact, as discussed below, we recommend that the Council modify Condition 72 in a way that is advantageous to the City and the Community.

#### **IV. The BSVCA Recommends that the Council Impose Additional Parking Conditions**

The BSVCA also recommends that the Council impose certain additional conditions relating to parking. In the comments and testimony that we provided to the Commission, we expressed concern about the proposed parking scheme. In particular, we questioned the viability of the proposal by WRIT that 140 parking spaces could be created and utilized behind the Shopping Center (the "Rear Parking Area"), and that all of the employees at the Shopping Center could be compelled to utilize the Rear Parking Area to the extent that they elected to drive to work in lieu of taking mass transit. We noted that, currently, the area behind the Shopping Center is cluttered by dumpsters and delivery trucks, is not pedestrian-friendly, and seems potentially dangerous from a personal security perspective (especially at night).

We were pleased that the Commission took note of our concerns and imposed several additional conditions relating to the Rear Parking Area. For example, Condition 1.i was created to require that WRIT provide additional security measures to include, *inter alia*, security patrol, panic phones, and appropriate lighting. See *Staff Report* at 20. As stated above, the BSVCA urges that the Council impose these and all other Conditions recommended by the Commission.

We still have some concerns relating to the Rear Parking Area. To begin with, we question how mandatory employee parking in the Rear Parking Area can be effectively enforced. We believe that one possible solution would be to impose a new condition that would authorize the Transportation Management Plan Coordinator (the "TMP Coordinator") to issue citations to employees who fail to adhere to this parking requirement.

We also are concerned as to whether the Parking Management Plan will be developed and implemented in such a way as to ensure that adequate safety measures are enacted. Accordingly, we respectfully request that the Council impose an additional condition that WRIT be compelled to work with the Staff and the community in developing and implementing the Parking Management Plan.

At a meeting that was held on February 9, 2005, which involved WRIT, the Staff, and members of the Community, we also were concerned that a recent parking study done at WRIT's request indicated that the parking capacity utilization at the Bradlee Shopping Center exceeded 90 percent for a significant period of time. We were told at the meeting that this rate was

deemed to constitute effective full parking capacity utilization by Wells & Associates, the consultant that WRIT had conduct the parking study. It was disconcerting to learn of this fact, because the Bradlee Shopping Center is somewhat analogous in size and configuration to the Foxchase Shopping. Moreover, as many Commission members stated at its hearing, the parking at the Bradlee Shopping Center is widely recognized as being terribly deficient and ill-conceived.

The BSVCA does not want to see the errors of the Bradlee Shopping Center replicated at the Foxchase Shopping Center. As such, we urge the Council to adopt two additional revised or new conditions that we understand are being proposed by the Cameron Station Civic Association (the "CSCA"). These conditions are as follows.

(1) Proposed Condition 72 should be amended to read:

Two years after Harris Teeter opens for business or the Center is fully occupied with tenants, whichever is sooner, a new parking study be conducted to identify the parking utilization rate. The applicant may then request an SUP for construction of the 3,272 sq. ft. of retail space proposed just north of Harris Teeter, subject to review and approval of the Planning Commission and City Council.

(2) A new condition shall be added to read:

Before each new lease is signed for the retail spaces north and east of the new construction, a new parking study shall be conducted to identify the effect the new tenant would have on the parking utilization rate. At the point the utilization rate is expected to exceed 3.6 spaces per thousand sq. ft. during peak hours of usage, the applicant must request review and approval of the Planning Commission and City Council.

These proposed conditions would do much to ensure that the City and the community will have adequate ability to monitor the parking situation at the Foxchase Shopping Center as it is redeveloped and make any necessary corrections or modifications.

We also feel that some parking concerns may be alleviated if pedestrian access to the Foxchase Shopping Center is improved. Towards this end, it is our understanding that Elizabeth Wright of the Wakefield-Tarleton Civic Association has proposed, or will be proposing, a new condition that will mandate that an attractive and safe pedestrian entrance be created in the back area of the Foxchase Shopping Center. This entrance would enable pedestrians and cyclists to enter the Foxchase Shopping Center via the back rather than having to go all around the perimeter to the front of the complex. Thus, this entrance may encourage some nearby residents to walk, bike, or push strollers to the Shopping Center, and this would lead to less parking demand. As such, provided that adequate security measures could be established relating to this entrance, we support this proposed new condition.

Mayor William D. Euille and City Council Members  
February 11, 2005  
Page 4

**V. Concluding Remarks**

In summary, the BSVCA generally supports the proposed redevelopment of the Foxchase Shopping Center. As such, the BSVCA recommends that the Council approve the Applications subject to the imposition of all of the Conditions recommended by the Commission and the imposition of the additional parking conditions discussed above.

Respectfully submitted,

*Kathleen Burns*

*for* The Executive Board of the Brookville-Seminary Valley Civic Association\*

\* The Executive Board of the Brookville-Seminary Valley Civic Association includes the following individuals: Kathleen Burns (President), Judy Cooper (First Vice President), Geoffrey M. Goodale (Second Vice President), Vera de Paulis (Secretary), Michael Hicks (Treasurer), Carol James (Parliamentarian), Jason Jenkins (Past President), Bea Marx (Member), Scott Hendley (Member), Donna Williams (Member), and Randy Krause (Member)

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2-12-05



"Kathleen Burns"  
<burnskathy@earthlink.net>

02/10/2005 10:23 PM

Please respond to  
<burnskathy@earthlink.net>

To <jackie.henderson@alexandriava.gov>

cc

bcc

Subject Feb. 12 meeting

Dear Ms. Henderson,

Would you please forward this letter to Mayor Bill Euille and members of the City Council, regarding Docket Item 8 for the Feb. 12 meeting. Please contact me at 703-824-1799 if you need any additional information.

Many thanks.

Feb. 10, 2005

Mayor William Euille and Members of the City Council  
City Hall  
325 King St.  
Alexandria, VA 22314

Dear Mayor and members of the City Council,

I would like to share some thoughts with you regarding the Foxchase renovation item that will be on the Feb. 12 docket. My comments are based on the Feb. 1 Planning Commission meeting I attended and a subsequent session on Feb. 9 with members of the City planning staff and the WRIT developers.

Like many adults, I took a Civics course years ago, on "how government works." But, recently, I had a chance to observe "the real thing" and to see my local government in action---or inaction. And it seems the process is totally different from the textbook scheme I had studied.

Although I have been a long-time Alexandria resident, I had never gone to the monthly hearings before the city's Planning Commission. The docket item I was following was the renovation of the Foxchase Shopping Center on Duke Street. A Special Use Permit (SUP) was necessary because one of the buildings went well beyond the usual retail size of up to 20,000 feet, and so permission was needed to include a "Big Box" store. The proposed tenant, Harris Teeter, is seeking a very Big Box, which would cover 56,000 sq. ft.----almost three times usual size. The entire retail parcel would cover an estimated 144,627 sq. ft., spread over a rather small land mass, since 60% of the current shops were being retained.

The renovation concept itself was not considered radical since the shopping center dated back to the 1950s and needed a facelift. And it included one particularly objectionable tenant, a porno movie theater, so a more viable mix of stores was enthusiastically welcomed by the community.



There was some concern by neighbors who supported retention of the on-site Laundromat, which is widely used, and others wondered about the economic impact on those who couldn't afford the more upscale prices associated with Harris Teeter versus the current tenant, Magruder's.

But the overall plan was acceptable and the only major issue to be aired was massive parking concerns.

Under the City's own rules, 703 parking spaces would be required to accommodate the flow of anticipated shoppers. There were additional concerns since Harris Teeter would be open 24 hours a day. (If this were an entirely new development, they would need 736 spaces.) Instead, the developer requested only 583 parking spots, a significant shortfall of 120 spots, claiming in its proposal that "the parking is adequate." At the Feb. 9 meeting, the number was further cut to 578 spots. Of this number, 140 spots will be in the back of the complex and reserve primarily for employees, leaving 438 spots in front.

Moreover, 40% of the originally planned parking spaces are measured for compact and sub-compact cars, which are woefully inadequate for the growing majority of wider, longer and larger SUVs, vans and personal trucks. The developer has agreed to reconfigure these spots to create a few larger "hybrid" spots, but this again reduces the overall number of parking spots.

But the Planning Commission voted to ignore their own rules on the appropriate number of spaces required. City Code recommends 5 spots per 1,000 sq. ft. WRIT is seeking below 4 spots per 1,000 sq. ft. And in the front, where the retail shoppers will park, it will fall well below that figure.

In one of the few bursts of courage all evening, Commission Chair Rich Leibach drew a comparison with what he called the parking nightmare created by inadequate parking allocations at the Bradlee Shopping Center on King Street. "We have seen the incredible stupidity of the Bradlee parking lot. I would encourage us not to do that again. Citizens have real legitimate concerns about parking. To put a destination center on a site without adequate parking is incredibly stupid," he emphasized.

[At a meeting on Feb. 9 between city staff, WRIT and civic association members, WRIT staff noted that Bradlee was surveyed on a recent Saturday and had from 90 to 97% parking capacity from noon to 4 p.m. This is utter gridlock, and not something anyone wants replicated. Bradlee is also a WRIT property.]

At the Feb. 1 hearing, Commissioner Donna Fossum offered the suggestion of creating a parking deck or roof parking, as is done with some supermarkets, but she didn't fight for the proposal. Staff suggested valet parking for employees in the back, to quickly move cars in and out, as is done in high-density urban parking areas such as downtown Washington. But the client rejected that.

Two commissioners summoned their gumption and suggested a one-week deferral to explore ways to resolve the parking shortfall dilemma. But WRIT attorney Cathy Puskas threw down the

gauntlet and said she would not accept any deferrals, even though this proposal has been percolating since 2001, so a one-week delay would not have radically altered any timetable.

In the light of the parking shortages, the city staff had valiantly suggested that mall retailers encourage some employees to bike or ride to work, with the plan including two showers on-site. But Puskar again balked at what she termed an unreasonable demand that would not fit in with the client's plan.

In another rare outburst of independence, H. Stewart Dunne challenged WRIT representative Cathy Puskar, stating that "the fact that Harris Teeter has a standard doesn't mean the city has to go along with it. We can't go into an application with standards that are set by the applicant," not by the city, he stressed.

The city staff also valiantly pushed for burying all the utilities underground, to enhance visual attractiveness. But this, too, met resistance from the developer.

But in the end, all seven Commission members caved, and gave the client exactly what it wanted, with a few modest alterations. One member who had criticized several aspects even abstained from voting, rather than going on the record.

At the follow-up session on Feb. 9, Elizabeth Wright of the Wakefield-Tarleton Civic Association asked that WRIT and the city further explore pedestrian access to help cut down the need for cars. She suggested that an attractive opening be made in the back fence of the complex so that parents with strollers could enter Foxchase instead of having to go all around the front. Foxchase attracts young, healthy residents, many of whom would be likely candidates to be pedestrian shoppers. Many of their balconies also have bicycles, so they could be encouraged to shop this way, instead of taking the car for every shopping trip to Foxchase..

We urge the City Council to explore this option as well as subsidized mass transit for employees, which is strongly supported by City staff in both the Transportation and Parking Departments (Bob Garbacz) and in the Planning and Zoning Department (Jeff Farner and Lucretia Decordray).

Theoretically, the City holds the power to make the decision, once it weighs the pros and cons. In reality, the City's Planning Commission made all the major concessions and settled for a mediocre plan for parking. As one Commissioner noted with irony, if the purpose of the huge supermarket is to generate profits, what will happen over time when people get fed up at the awful parking situation and refuse to shop there?

Planning Department head Eileen Fogarty offered a realistic solution: cut back on some of the square footage. Suddenly, she was invisible, with neither the commissioners nor the WRIT team paying any attention to a sensible solution. In a rare compromise, WRIT lopped off 3,200 sq. ft, but deferred rather than deleted that construction for one year. The City Council needs to focus on this aspect, and perhaps rule out future construction in favor of parking---now.

Similarly, Paul Wilder, of RCFields Jr. & Associates, the civil engineering company for the project, told us at the Feb. 9 meeting, that there is a wide variation allowed by the Harris Teeter stores they build all over the country. Some are much smaller than the proposed Foxchase site, and doing quite well! So the figure of 56,000 sq. ft. is not an absolute. Some of the Harris Teeter stores are 49,000 sq. ft. or less. As Ms. Fogarty noted, perhaps some of this square footage could be slightly reduced---without any harm to the store since it already has a very high proposed rate of return on spending by shoppers per square foot. Also, some suggested maybe 28 other retail stores is too high for this fairly small mall site, and that the Council needs to take a closer look at this.

In another regrettable compromise, the Planning Commission eliminated the few greenery islands, designed to soften the asphalt landscape, in the hopes of squeezing in maybe seven more spots----with the shortfall of parking still 113 spaces.

After waiting almost five hours to testify before the Commission, I was among the 11 local residents, many representing Civic Associations, who pleaded with the Commissioners to listen to our parking concerns and to improve this insufficient plan. We reiterated we had no overall objection to the renovation, but it definitely needed some fine tuning on the parking---before final approvals were given. By now, it was almost 1 a.m. and the majority of Commissioner had lost all interest in any citizen input.

In a breakthrough moment, Commissioner Jesse Jennings noted, "We are really struggling here." He added that "we have to make sacrifices," and I wondered what he meant since all the compromises were being made by the commission, which theoretically held the power, but willingly surrendered its prerogatives to the petitioner. The coupe de gras was his parting comment: "We owe this to the citizens, to wrap it up tonight."

No, Mr. Jennings, what you and your colleagues owe us is a change in perspective. You represent the taxpayers, not the developers, and your role is to play Devil's Advocate, not cheerleader. You need to ask the hard questions, and not be browbeaten when you don't get any substantial answers. Please take all the time necessary to make good decisions, not piecemeal ones. Listen to what we citizens have to say and not in a condescending way. You are ignoring the Planning Commission's own rules, and it is not a slight deviation but a massive detour.

Of the City's 73 boards and commissions, the Planning Commission is undoubtedly the most powerful. And yet there is no accountability since its members are not elected. Perhaps it is time for the City Council to make this an elected position, as was done for the School Board, so that Planning Commissioners are more willing to voice independent opinions and are held accountable for the decisions they render, all of which have a profound impact on this community. There are no term limits, and no expectations that three upcoming vacancies will be filled by newcomers who impartially and aggressively represent the public. As citizens, we must appeal the poor parking decision to members of our City Council, who are held accountable for their choices every time we vote.

Overall, we support the concept and design of the Foxchase proposal. However, the parking

allocation is still far below the City's own professional staff and Code recommendations. We support a deferral until this can be sufficiently addressed. We do not think intimidation by the developer should be the main motivation to push through a decision that is still flawed. We do not want to wind up with another parking disaster like the Bradlee Shopping Center. A few more days or weeks to "fix" the parking aspect of this plan will NOT cause serious harm to the timetable of this plan, nor its long-time earnings.

We strongly urge you to defer your decision until ALL MAJOR CONCERNS ON PARKING BY THE COMMUNITY CAN BE FULLY ADDRESSED AND IMPLEMENTED INTO THE PLAN.

Sincerely,

Kathleen M. Burns  
1036 N. Pelham St.  
Alexandria, VA 22304  
703-824-1799  
[burnskathy@earthlink.net](mailto:burnskathy@earthlink.net)

8:9  
2-12-05

0. Docket Items No. 8 and 9 SUP 2004-00025 and 2004-00097

1. Name: Ronald Holder *RH*

2. Address: 238 South Jenkins Street, Alexandria, Virginia 22304-4912

Telephone No. 703-751-1272 E-Mail Address: < off-line >

3. Represent: Myself

4. Position on this Item: For (with some reservations about parking and traffic)

5. Interest in Item: Property Owner in Tarleton Area just below the rusty bridge.

6. Compensation: No.

---

Mayor and City Council, thank you for this opportunity to speak on the  
Redevelopment of the Foxchase Shopping Center.

The applicant has jumped through a variety of hoops and the construction should proceed. The City now is faced with the residual problems of parking and traffic. (It would have been helpful if Harris Teeter imitated the Mode of Operation of Wal\*Mart and had the rumored 18 different footprints for stores.)

A City sponsored session over at the Burke Library promoted the idea of buildings out near road intersections should define mark the intersections. A City-run parking structure between the Wachovia Bank and the Exxon Service Station could serve this purpose. It also could serve the purpose of providing parking space for the excess cars from 4600 Duke Street that park in the Tarleton Neighborhood.

A City-run parking structure at the Northwest corner of Duke Street and Jordan could serve the purpose of defining or marking that intersection. It also could serve the purpose of providing parking space for excess cars from the Tarleton Neighborhood.

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In Bethesda, Maryland, Montgomery County maintains parking structures every few blocks, and builds more upper levels as the demand increases. The City should extend the Market Square parking operation to the West End.

With regard to traffic counts, the City should count the number of vehicles making the illegal left turn from North Jordan into the Foxchase Shopping Center.

With regard to U-turns, or other maneuvers, the City should count the number of vehicles going north on North Jordan by eastbound traffic on Duke Street cutting through the corner of CXL, looping through the 7/Eleven lot, going into then out of Mango Mike's lot, making a U-turn at Venable, going into then out of the 4600 Duke driveway, or proceeding to the lower end of South Jordan and making a U-turn.

Thank you for considering these two problems of parking and traffic, which are not going to go away.



J Bennett <jb900@yahoo.com>

02/11/2005 10:37 AM

To: Bill Euille <alexvamayor@aol.com>, Ludwig Gaines  
<councilmangaines@aol.com>, Rob Krupicka  
<rob@krupicka.com>, Andrew Macdonald  
Jackie Henderson <jackie.henderson@ci.alexandria.va.us>, Lucia  
cc de Cordre <lucia.decordre@alexandriava.gov>, Jeffrey Farner  
<jeffrey.farner@ci.alexandria.va.us>, Eileen Fogarty  
bcc

Subject: Foxchase Shopping Center Redevelopment

To: Mayor and City Council  
Re: Foxchase Shopping Center Redevelopment

We ask for approval of this project on Saturday subject to the following:

- That all conditions the Planning Commission recommended are adopted and implemented, amended with proposed condition 72 to read: Two years after Harris Teeter opens for business or the Center is fully occupied with tenants, whichever is sooner, a new parking study be conducted to identify the parking utilization rate. The applicant may then request an SUP for construction of the 3,272 sq ft of retail space proposed just north of Harris Teeter, subject to review and approval of the Planning Commission and City Council.

- Add a new condition to read: Before each new lease is signed for the retail spaces north and east of the new construction, a new parking study shall be conducted to identify the effect the new tenant would have on the parking utilization rate. At the point the utilization rate is expected to exceed 3.6 spaces per thousand sq ft during peak hours of usage, the applicant must request review and approval of the Planning Commission and City Council.

As you can see from the above, we continue to have great concerns over the adequacy of parking. The added conditions will guarantee that a triggering mechanism is in place to address any anticipated parking shortfall before it becomes a reality.

The applicant will likely report that its recent studies of two shopping centers we requested show actual utilization rates of less than 4 spaces per thousand sq ft. These same studies show that the parking ratios are greater than 4 spaces per thousand sq ft, namely 4.6 and 5.3. Their additional study of Brandlee shows that the utilization rate at peak periods is close to the parking ratio (3.96 spaces per thousand sq ft). In other words virtually every space is used, and this count presumably does not include drivers that are in the lot seeking parking spaces.

While we generally favor a redevelopment of Foxchase, we are also concerned that the kinds of concessions that are part of this project not be replicated in future developments in the West End. In order to accommodate parking, landscaping has been compromised, and marginal areas are considered appropriate for parking. Also, the overall density greatly exceeds that which could be built in a

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comparable one level buildings/ surface parking layout for new construction.

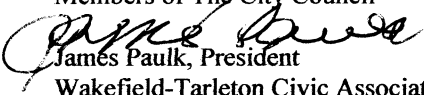
Thank you for your consideration.

Joseph S. Bennett, President  
Cameron Station Civic Association, Inc



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2-12-05

February 11, 2005

FOR: Mayor Euille  
Vice Mayor Pepper  
Members of The City Council  
FROM:  James Paulk, President  
Wakefield-Tarleton Civic Association  
SUBJECT: Redevelopment of Foxchase Shopping Center

On February 1, 2005 I testified to the Planning Commission on Docket Item No. 8A, Permit No. 2004-0025 to defer approval of the permit until further decisions were made. However, the Commission did recommend approval as amended.

On February 9, 2005 I participated in a meeting with Miss Cathy Puskar and staff where all of the pros and cons concerning parking at Foxchase Shopping Center was discussed. The study of five other shopping centers' parking was also discussed. Design changes have been made to Foxchase Shopping Centers' parking lot. I now recommend Permit No. 2004-0025 be approved.

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2-12-05



<JPAULK6249@aol.com>

02/11/2005 08:05 PM

Please respond to  
<JPAULK6249@aol.com>

To <alexvamayor@aol.com>, <delpepper@aol.com>,  
<council@joycewoodson.net>, <councilmangaines@aol.com>,  
<council@krupicka.com>, <macdonaldcouncil@msn.com>,

cc

bcc

Subject City of Alexandria Website Contact Us - EMail for Mayor,  
Vice-Mayor and Council Members (alexvamayor@aol.com,  
delpepper@aol.com, council@joycewoodson.net,  
councilmangaines@aol.com, council@krupicka.com,  
macdonaldcouncil@msn.com, paulcsmedberg@aol.com,  
rose.boyd@ci.alexandria.va.us,  
jackie.henderson@ci.alexandria.va.us,  
tom.raycroft@ci.alexandria.va.us)

**City of Alexandria Website Contact Us - EMail for Mayor,  
Vice-Mayor and Council Members (alexvamayor@aol.com,  
delpepper@aol.com, council@joycewoodson.net,  
councilmangaines@aol.com, council@krupicka.com,  
macdonaldcouncil@msn.com, paulcsmedberg@aol.com,  
rose.boyd@ci.alexandria.va.us,  
jackie.henderson@ci.alexandria.va.us,  
tom.raycroft@ci.alexandria.va.us)**

Time: [Fri Feb 11, 2005 20:05:48] IP Address: [152.163.100.200]

Response requested: []

First Name: James  
Last Name: Paulk  
Street Address: 4513 Holmes Run Parkway  
City: Alexandria  
State: VA  
Zip: 22304  
Phone: (703) 370-8487  
Email Address: JPAULK6249@AOL.COM  
SUBJECT: Redevelopment of Foxchase  
Shopping Center

Comments: On February 1, 2005 I testified to the Planning  
Commission on Docket Item No. 8A, Permit No.  
2004-0025 to defer approval of the permit until  
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On February 9, 2005 I participated in a meeting

with Miss Cathy Puskar and staff where all of the pros and cons concerning parking at Foxchase Shopping Center was discussed. The study of five other shopping centers' parking was also discussed. Design changes have been made to Foxchase Shopping Centers' parking lot. I now recommend Permit No. 2004-0025 be approved.



<rburns@nw.org>

02/10/2005 12:34 AM

Please respond to  
<rburns@nw.org>

To: <alexvamayor@aol.com>, <delpepper@aol.com>,  
<council@joycewoodson.net>, <councilmangaines@aol.com>,  
<rob@krupicka.com>, <macdonaldcouncil@msn.com>,

cc

bcc

Subject: City of Alexandria Website Contact Us - EMail for Mayor,  
Vice-Mayor and Council Members (alexvamayor@aol.com,  
delpepper@aol.com, council@joycewoodson.net,  
councilmangaines@aol.com, rob@krupicka.com,  
macdonaldcouncil@msn.com, paulcsmedberg@aol.com,  
rose.boyd@ci.alexandria.va.us,  
jackie.henderson@ci.alexandria.va.us,  
tom.raycroft@ci.alexandria.va.us)

**City of Alexandria Website Contact Us - EMail for Mayor,  
Vice-Mayor and Council Members (alexvamayor@aol.com,  
delpepper@aol.com, council@joycewoodson.net,  
councilmangaines@aol.com, rob@krupicka.com,  
macdonaldcouncil@msn.com, paulcsmedberg@aol.com,  
rose.boyd@ci.alexandria.va.us,  
jackie.henderson@ci.alexandria.va.us,  
tom.raycroft@ci.alexandria.va.us)**

Time: [Thu Feb 10, 2005 00:34:39] IP Address: [63.172.192.2]

Response requested: []

**First Name:** Robert  
**Last Name:** Burns  
**Street Address:** 163 Cameron Station Blvd  
**City:** Alexandria  
**State:** VA  
**Zip:** 22304  
**Phone:** 703-461-7161  
**Email Address:** rburns@nw.org

Dear Honorable Mayor and City Council,

I am writing to express my support for the proposed redevelopment of the Foxchase shopping center located on Duke Street. I understand from the Planning Department that this issue will be on your upcoming agenda for February 12. Unfortunately, I will be out of town that day on travel for business and unable to attend, thus I am writing this to you.

I believe this redevelopment is an excellent

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2-12-05

**Comments:**

opportunity to revitalize an existing commercial use and bring a well respected and viable grocer to the West End of Alexandria. The proposal also contains a number of elements that are strategically in keeping with the City's recently adopted plan. It will be much more visually pleasing than the current center and I have been impressed by the changes and conditions the developer has agreed to in presenting its proposal to the Planning Commission. One of the changes that the developer agreed to when they appeared before the Planning Commission addressed the parking issue that had concerned some residents who appeared before the commission that evening. This change should alleviate that concern.

The Planning Commission vote was favorable on this project and I hope that your consideration will affirm that recommendation. I think this development will be a true asset to our area of the City of Alexandria. Thank you for this opportunity to present my thoughts.

Sincerely

Robert Burns

SPEAKER'S FORM

DOCKET ITEM NO. 8+9

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK  
BEFORE YOU SPEAK ON A DOCKET ITEM

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Cathy Puskar
2. ADDRESS: 2200 Warendon Blvd Ste 1300 Arl, VA
- TELEPHONE NO. 703-528-4700 E-MAIL ADDRESS: cpuskar@arl.thelandlawyers.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Washington Real Estate Investment Trust
4. WHAT IS YOUR POSITION ON THE ITEM?  
FOR: ☒ AGAINST: ☐ OTHER: ☐
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):  
Attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?  
YES ☒ NO ☐

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- (a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.
- (b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.
- (c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.
- (d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.
- (e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2004-0025

PROJECT NAME: Foxchase Shopping Center

4513-4657 Duke Street (Tenant Addresses)

PROPERTY LOCATION: 4513 Duke Street (Per real estate assessments)

TAX MAP REFERENCE: 49.03-06-04 ZONE: CG

APPLICANT Name: Washington Real Estate Investment Trust

Address: 6110 Executive Blvd., #800, Rockville, MD 20852-3903

PROPERTY OWNER Name: Washington Real Estate Investment Trust

Address: 6110 Executive Blvd., #800, Rockville, MD 20852-3903

**SUMMARY OF PROPOSAL:**

Renovation of existing shopping center to include demolition of approximately 64,415 square feet of retail space, new construction of approximately 67,816 square feet of retail space (including 6,450 square feet of new canopy), renovation to facade, reconfiguration of parking lot and addition of freestanding signs.

MODIFICATIONS REQUESTED: N/A

SUP's REQUESTED: Retail use over 20,000 sq. ft., Transportation Management Plan, Parking Reduction, Freestanding Sign.

**THE UNDERSIGNED** hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

**THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his knowledge and belief.

Washington Real Estate Investment Trust

By: M. Catharine Puskar, Agent/Attorney

Print Name of Applicant or Agent

Walsh, Colucci, Lubeley, Emrich & Terpak, PC

2200 Clarendon Blvd., 13th Floor

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

M. Catharine Puskar  
Signature

703) 528-4700

Telephone #

703) 525-3197

Fax #

September 30, 2004

Revised November 22, 2004

**DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_

Fee Paid & Date: \$ \_\_\_\_\_

Received Plans for Preliminary: \_\_\_\_\_

ACTION - PLANNING COMMISSION: 2/1/2005 RECOMMEND APPROVAL, AS AMENDED 6-0-1

ACTION - CITY COUNCIL: 2/12/05 CC approved the Planning Commission recommendation 6-0

(f) Julie Crenshaw, 816 Queen Street, requested that trees in Holmes Run would be tended for runoff and trash and she spoke about big box retail and the standards for the City. Ms. Crenshaw also suggested that the idea of a light rail transportation system be explored for the Duke Street area.

(g) Chris St. Pierre, 4609 Duke Street, representing the West End Business Association, spoke in favor of the proposed project. Mr. St. Pierre noted that the area frequently loses power.

(h) Annabelle Fisher, 6161 Edsall Road, spoke about the parking issues, the safety issues and underground wiring.

(i) Ellen Pickering, 103 Roberts Lane, suggested that the parking be placed underground for the proposed development.

(j) Jack Sullivan, 4300 Ivanhoe Place, representing the Seminary Hill Association, spoke in favor of the proposed project. Mr. Sullivan noted that the Seminary Hill Association would like a two year moratorium on building the 3200 square feet of retail to review the parking needs of the shopping center.

(k) Poul Hertel, 1217 Michigan Court, spoke about the parking issues at the proposed development.

**WHEREUPON**, upon motion by Vice Mayor Pepper, seconded by Councilwoman Woodson and carried unanimously, City Council moved to close the public hearing on docket items #8 and #9. The voting was as follows:

Pepper	"aye"	Gaines	"aye"
Woodson	"aye"	Krupicka	"aye"
Euille	"aye"	Macdonald	"aye"
	Smedberg	"aye"	

**WHEREUPON**, upon motion by Vice Mayor Pepper, seconded by Councilwoman Woodson and carried 6-0, City Council approved the Planning Commission recommendation with the following amendments: (1) include the standard condition relating to the appropriate regulation of alcohol sales; (2) include language in condition #1b requiring the enforcement of parking decals for employees by WRIT; (3) include a condition addressing pedestrian improvements to occur at the Jordan Street entrance; (4) affirm the Planning Commission amendment of condition #1i requiring WRIT to provide security patrol in a manner consistent with Bradlee Shopping Center in consultation with the Police Department; (5) modify condition #29 to require two showers; (6) include a condition relating to pedestrian access at the northwest corner of the property subject to agreement from the adjoining property owner; (7) amend condition #19f concerning landscaping eliminating the first sentence stating, "the applicant shall provide landscaping in the area previously proposed to be occupied by



the 3,272 square feet retail area." Also amend condition #19f to state as follows, "The landscaping with in the seven eliminated landscaped islands shall be located elsewhere on the site, if feasible, or in Holmes Run Park;" (8) amend condition #1e by eliminating the words, "Consistent with condition #29;" (9) amend condition #1f to include the words, "Consistent with condition #29;" (10) amend the first sentence of condition #71 to read as follows, "the proposed grocery store shall be permitted to have storage space for carts adjacent to the entrance (**both interior and exterior**) of the building;" (11) delete condition #1g concerning valet and tandem parking; (12) amend condition #6 to require a \$250,000 contribution from the developer given before the issuance of the Certificate of Occupancy for undergrounding utilities for this vicinity of Duke Street; and (13) elimination of condition #72, which required the elimination of the 3272 square feet of retail space and future parking study. The voting was as follows:

Pepper	"aye"	Gaines	"aye"
Woodson	absent*	Krupicka	"aye"
Euille	"aye"	Macdonald	"aye"
	Smedberg	"aye"	

\*Note: Councilwoman Woodson left the meeting during the discussion for another planned engagement.

## **Board of Architectural Review** **Old and Historic Alexandria District**

### 9.1 CASE NO. 2004-0013

Public Hearing and Consideration of an Appeal of the decision of the Board of Architectural Review, Old and Historic Alexandria District, denying a request for a certificate of appropriateness for an after-the-fact replacement door located at 1302 Michigan Avenue, zoned RB Residential. Applicant and appellant: Heather Eilers-Bowser. (Deferred from 12/18/04 and 1/22/05 meetings)

Mr. Phipps, Division Chief, Planning and Zoning, gave a brief overview of the appeal case.

The following persons participated in the public hearing:

(a) David Bowser, 1302 Michigan Avenue, the applicant, requested Council overturn the decision of the BAR and allow them to keep the door they had installed.

(b) Heather Eilers-Bowser, 1302 Michigan Avenue, the applicant, requested Council overturn the decision of the BAR and allow them to keep the door they had installed.

(c) Lynn Neihardt, 611 South Fairfax Street, representing the BAR - Old and Historic Alexandria District, requested Council uphold the decision of the BAR requiring the removal of the door or remand the decision back to the BAR for further review.

(d) Ellen Pickering, 103 Roberts Lane, spoke in support of the BAR decision